

September 2023

Burwood North Precinct Masterplan



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Acknowledgement of Country

Burwood Council acknowledges the Wangal Clan of the Eora Nation, the traditional custodians of the area. We pay our respects to their elders past, present and emerging. We acknowledge and respect their cultural heritage, beliefs and ongoing relationship with the land.

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Terms and Abbreviations

ADG	Apartment Design Guide
BRT	Bus Rapid Transit
CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
DCP	Development Control Plan
DPE	Department of Planning and Environment
FSR	Floor Space Ratio
GCC	Greater Cities Commission
GFA	Gross Floor Area
LEP	Local Environment Plan
LGA	Local Government Area
PRCUTS	Parramatta Road Corridor Urban Transformation Strategy
PV	Photovoltaic
SMW	Sydney Metro West
TfNSW	Transport for New South Wales
WSUD	Water Sensitive Urban Design





Our Vision

The vision for Burwood North has been prepared, distilled and refined in a participatory manner with key outcomes from the visioning charrette, community, landowner and First Nations stakeholders.

The vision aims to set the desired future character, ambitions and objectives for Burwood North in a language that means something to everyone.

Burwood North is a benchmark of **sustainable urban renewal** and **design excellence**.

The community of Burwood North is **inclusive and liveable, embracing diversity and change**.

The economy of Burwood North is **vibrant and dynamic**; attracting activity through the day and night with its unique offering of cultural, food and employment destinations.

The streets of Burwood North are **people-oriented, connected and green**; a network of high amenity public places that are underpinned by the unique ecology and history of place and connection with Country.

Burwood North is the gateway to Burwood that is **regional in outlook and local in amenity**. It is a highly accessible, thriving urban centre offering an authentic experience of urban life and community.

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Executive Summary

A Plan for Burwood North

In November 2016, Urban Growth NSW released the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) which aimed to renew Parramatta Road and adjacent communities through investment in homes, jobs and transport, open spaces and public amenity. The Burwood Precinct was identified in PRCUTS as a renewal precinct and includes the land within the Burwood and Canada Bay LGAs.

The Burwood LGA portion of the Burwood Precinct, known as the Burwood North Precinct, is situated at the northern edge of the Burwood LGA, along the Parramatta Road Corridor.

Sydney Metro West Project

In 2021, the NSW Government approved the construction of the Sydney Metro West, a new rail link operating between Hunter Street, in the Sydney CBD and Westmead. Anticipated to open in 2030, Sydney Metro West will deliver a station at Burwood North with access to the Sydney and Parramatta CBD and The Bays Precinct within 10 minutes. This significant investment in infrastructure will support the future growth of Burwood, as a Strategic Centre, and provides an opportunity for the Burwood North Precinct to be highly connected and accessible, making it a place where people will want to live, work and visit.

The Burwood North Precinct Masterplan builds on the work already undertaken as part of the PRCUTS and seeks to capture the opportunity afforded by the delivery of the Sydney Metro West.

It provides us with the opportunity to deliver a new vision for the Precinct, one that results in the creation of a liveable, vibrant, sustainable and well planned place that delivers community benefit, supports the delivery of investment and jobs and is a vibrant place for our existing and future communities.

Well planned urban renewal will assist in reinforcing Burwood's existing qualities. Its streets will be pedestrian friendly, lively places in the day and night, contributing to a sense of safety, attractiveness and inclusiveness. Higher density living and jobs growth will be well located around the future Metro Station and Burwood Road.

The Burwood North Precinct Masterplan (Masterplan)

The Masterplan provides a framework that articulates a clear vision to ensure that the Burwood North Precinct becomes a liveable, vibrant place for people. The Masterplan will guide the future urban renewal of the Precinct to deliver a people focused place, offering high amenity, liveability and sustainability.

The masterplan aims to:

- Develop design principles that respond to the Vision and Top Priorities for the precinct, and that underpin the design of the masterplan.
- Define the urban structure for the Burwood North Precinct that creates a defined place, and that is responsive to the established development patterns of the Burwood Town Centre, adjoining transitions and sensitive interfaces.

- Establish planning controls including land use zones, floor space ratios (FSR), building heights, setbacks and heritage.
- Define a high quality and functional open space network that delivers new and connected open spaces
- Define land uses to support housing choice, job creation and a vibrant and liveable precinct
- Support a people-oriented movement network that is permeable and that responds to local road network constraints
- Manage flood impacts through the design of open space and the street network

The proposals contained within this Masterplan report are recommendations for achieving the desired high quality renewal outcomes within the Burwood North Precinct. The Masterplan does not enact the proposed changes – this will be done via a Planning Proposal, which will be prepared following the public exhibition of the Masterplan.

Implementation of the strategy

A draft Implementation Strategy is contained within the Masterplan. This provides an indication of the proposed changes to the:

- Land use zones
- Floor Space Ratios
- Height of Buildings

It also identifies key sites within the precinct and proposed site amalgamation requirements.

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Figure 1: Vision for Burwood Road. Source: Scharp



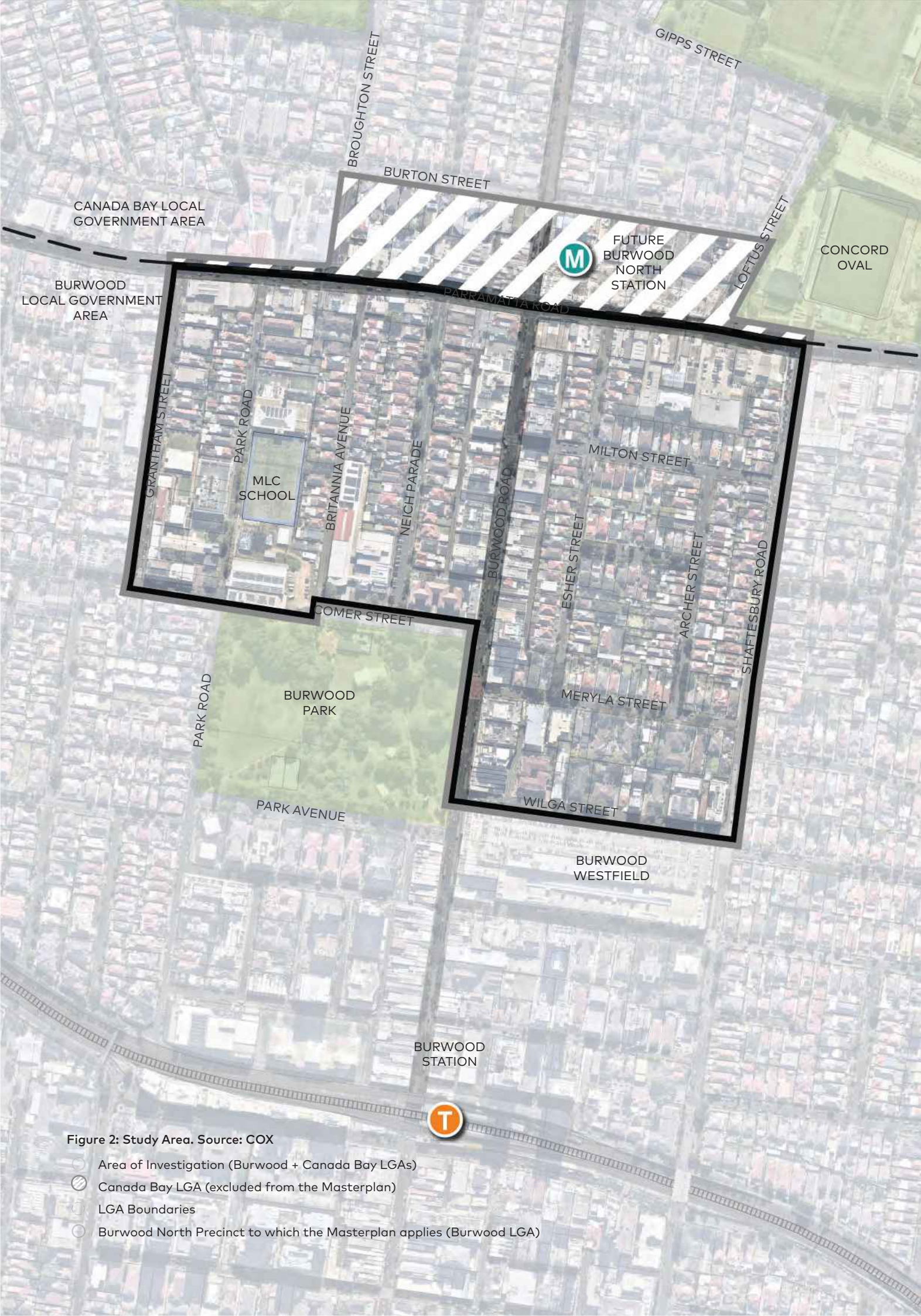


Figure 2: Study Area. Source: COX

- Area of Investigation (Burwood + Canada Bay LGAs)
- Canada Bay LGA (excluded from the Masterplan)
- LGA Boundaries
- Burwood North Precinct to which the Masterplan applies (Burwood LGA)

Introduction

The Burwood North Precinct

The Burwood North Precinct is on the traditional Country of the Wangal Aboriginal people of the Darug Nations. The Precinct is located to the north of the established Burwood Town Centre and railway station, and is strategically located straddling Parramatta Road at the central point between the Sydney CBD (12km east) and Parramatta CBD (13km west).

The Burwood North Precinct extends to Parramatta Road to the north, Shaftesbury Road to the east, Wilga Street and Comer Street to the south and Grantham Street to the west as indicated in Figure 2.

The area of investigation extends north across Parramatta Road. This part of the Precinct, bound by Burton Street to the north, Loftus Street to the east and Broughton Street to the west is within Canada Bay LGA and does not form part of the Masterplan, but has been considered in the context of investigations as part of the preparation of the Masterplan.

Burwood North is a highly urban precinct centred around the main north-south spine of Burwood Road.

Burwood North contains both large commercial and mixed use frontages and some fine grain retail on Burwood Road. Land fronting Parramatta Road comprises urban services uses, including car sales yards and car servicing centres, service stations and other vehicular related uses, the Burwood bus depot and retail and commercial uses.

The residential areas within Burwood North are comprised primarily of low and medium density residential development of various age and architectural styles. More recent high density development in the area has resulted in poor interface outcomes between the high and low density development.

Burwood North currently does not have areas of open space, however Burwood Park is a major open space immediately adjoining the Precinct's southern boundary. Concord Oval, which is within the Canada Bay LGA is to the north-east of the Precinct boundary on the northern side of Parramatta Road and forms part of the broader open space connection.



Figure 3: Parramatta and Burwood Road. Source: COX

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Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the NSW Government’s 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor. The Parramatta Road Corridor traverses 20 kilometres from Granville in the west to Camperdown in the east. The corridor includes land adjoining Parramatta Road, which have been identified as Precincts.

The Burwood-Concord Precinct is located immediately north of the existing Burwood Town Centre and Rail Station. The Precinct spans both sides of Parramatta Road to the north and south, with Burwood Road as the central spine. It is bounded to the north by Crane Street, and Meryla Street and Comer Street to the south. Shaftesbury Road, Loftus Street and the Concord Oval/Cintra Park complex bound the Precinct to the east, whilst Park Road and Broughton Street mark the Precinct’s western boundary.

PRCUTS proposed the following Vision for the Burwood-Concord Precinct:

Burwood Precinct will be a commercial gateway to Burwood Town Centre based around the enlivened spine of Burwood Road building upon existing amenity for new residents.

Supporting PRCUTS, the Parramatta Road Corridor Planning and Design Guidelines were developed to inform land use change and promote design quality throughout the Corridor as envisaged by the Strategy.

- The purpose of the Guidelines is to:
- Describe the priorities and principles that will ensure future development achieves high design quality and design excellence.
 - Guide the rapidly changing character of the Corridor whilst ensuring that future development responds to the distinct character of areas

The Guidelines were prepared to guide the preparation of future Masterplans and Planning Proposals and included recommended land uses, building heights and densities.

- PRCUTS proposed that the vision would be realised by:
- Using design features to unify both sides of Parramatta Road
 - Ensuring the viability of shops and commercial uses along Parramatta Road
 - Celebrating Burwood’s heritage and multiculturalism and preserving heritage buildings
 - Integrating new development with existing areas, especially with Burwood Town Centre
 - Improving public transport connections for people living north of Parramatta Road
 - Protecting Burwood Park from new development, where possible, working with landowners to amalgamate sites in a way that supports better transformation outcomes
 - Dealing with narrow, unattractive streets.

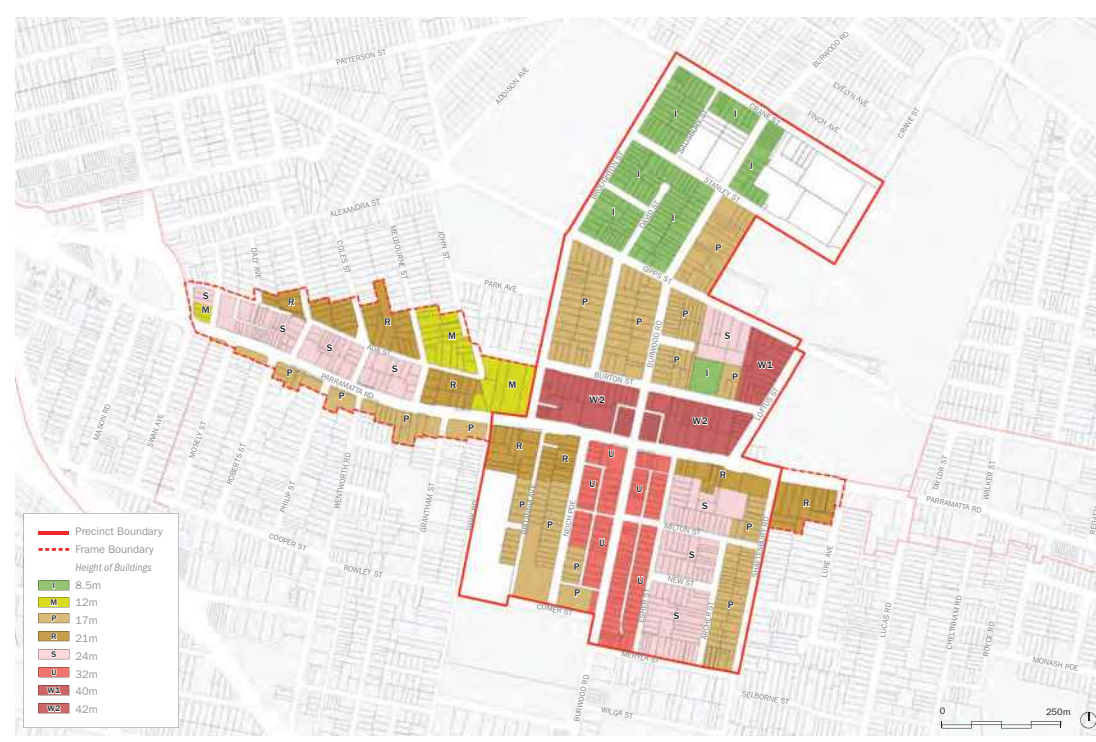


Figure 4: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Burwood Precinct Recommended Building Heights. Source: NSW Government

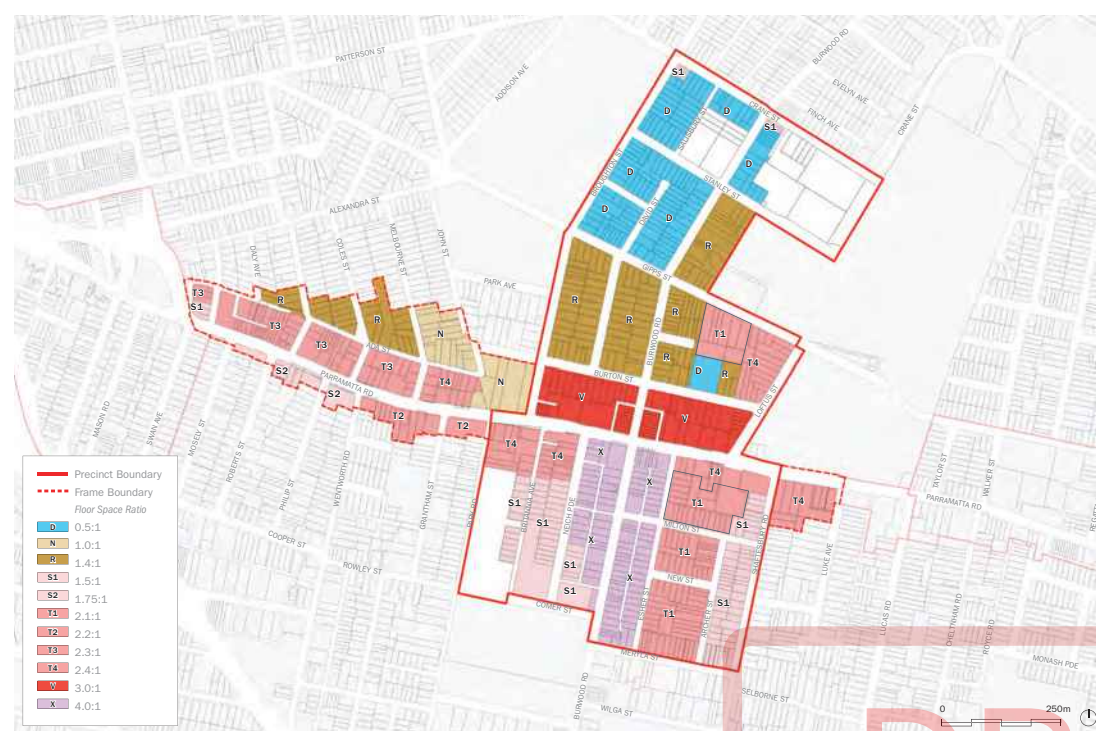


Figure 5: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Burwood Recommended Densities. Source: NSW Government



Figure 6: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Burwood Precinct Structure Plan. Source: NSW Government

Burwood North Planning Pathway

Parramatta Road Corridor Urban Transformation Strategy (2016)

- **PRCUTS Supporting Evidence Base (2016)**
- Geotechnical Assessment Strategy
- Drainage and Flood Management Strategy
- Economic Analysis and Feasibility Report
- ESD Due Diligence Report and Sustainability
- Feasibility Testing
- Infrastructure and Servicing Strategy
- Landscape and Public Domain Analysis Report
- Preliminary Contamination Assessment
- Community Facilities - Updated Needs Assessment
- Aboriginal Design Principles Report
- Visioning Charrettes Outcome Report
- Community Summary Report

Burwood North Masterplan (2023)

Burwood North Planning Proposal

Amendment to Burwood Local Environmental Plan

Amendment to Burwood Development Control Plan

Burwood Affordable Housing Policy and Contributions Scheme

Amendment to Burwood Development Contributions Plan

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Sydney Metro West

In 2021, the NSW Government approved a concept plan and major civil construction works for Sydney Metro West, a new rail link operating between Westmead and the Sydney CBD, increasing connectivity both east and west.

Anticipated to open in 2030, Sydney Metro West will deliver a station at Burwood North and will enhance public transport connectivity in Burwood North and provide connections to the Sydney CBD and Parramatta in 10 minutes respectively, making the Burwood North Precinct one of the most connected and accessible precincts in Sydney.

Sydney Metro West presents a significant opportunity that will support the further growth of the existing strategic centre at Burwood, and help to further strengthen connections between the precinct and existing and emerging industry and employment hubs and communities both in the east and west of the city. It also provides an opportunity to increase the residential capacity of the Burwood North Precinct.



Figure 7: Future Burwood North Station. Source: Sydney Metro



Figure 8: Sydney Metro West. Source: Sydney Metro

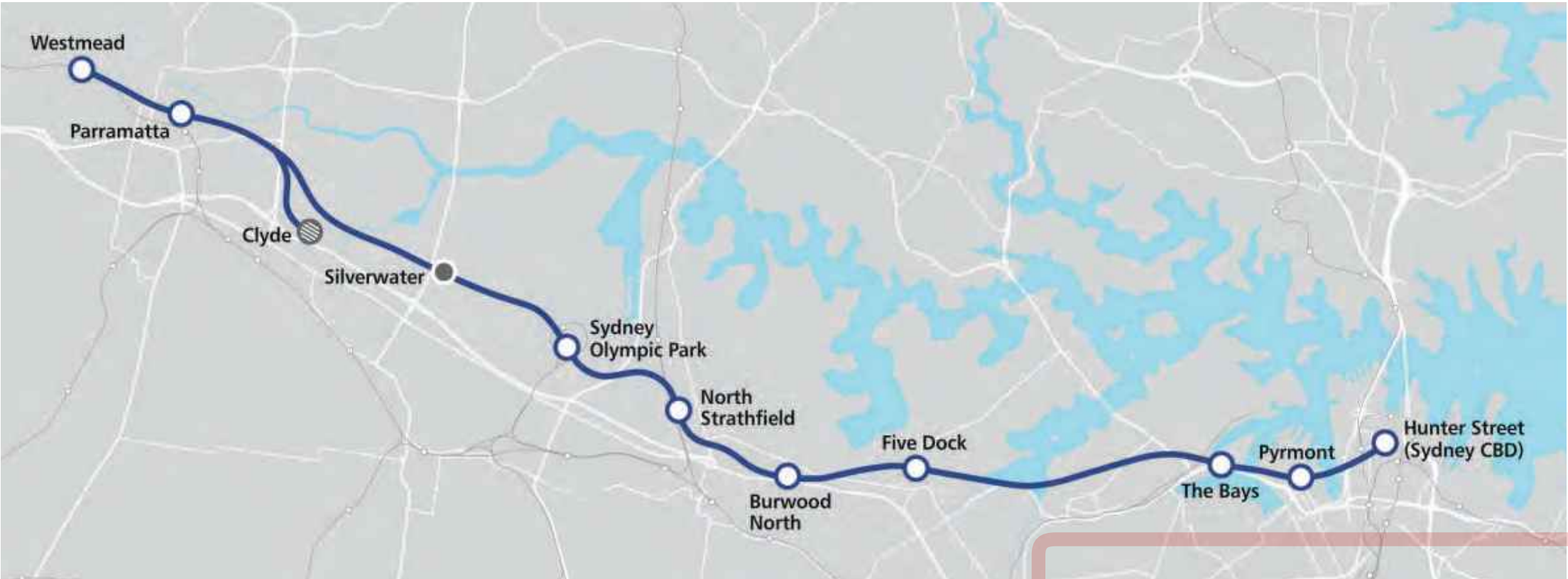


Figure 9: Sydney Metro West Network and Station Locations. Source: Sydney Metro

Drivers for Change

Locating housing in the right place to meet the needs of a growing population

To support Burwood LGA's growing population, we need to ensure future housing will provide a wider variety of housing choices to cater to the evolving needs of our diverse community. These will include high density apartments in vibrant centres, larger apartments, medium density dwellings and the separate houses that give much of Burwood its valued suburban character. Increased housing choice will allow people of all ages to stay in the Burwood LGA as their life circumstances change.

New, well-designed high density housing will be focused where there is the greatest amenity, around Burwood Road and the Burwood North Metro Station. This will assist in preventing the extensive redevelopment in those parts of the LGA which have heritage significance or a significant local character. Medium-rise housing will transition to the edges of the Precinct to ensure that future development responds to existing sensitive uses and low density residential development.

Planning controls for Burwood North will require the delivery of a range of housing types to suit different needs and lifestyles. Diverse housing will include a mix of sizes, universal design, housing for students, seniors, people with disabilities, families and singles.

Improved accessibility and connectivity

The Burwood North Precinct is currently well serviced with rail connections and bus services, connecting the Burwood North Precinct across Greater Sydney.

Sydney Metro West, a new rail link operating between Westmead and the Sydney CBD will deliver a station at Burwood North Precinct, helping to further strengthen connections between the precinct and existing and emerging industry and employment hubs and communities both in the east and west of Greater Sydney.

The research paper by the Committee for Sydney 'Rethinking Station Precincts' (May 2022) states that the Burwood Town Centre has one of the highest effective job densities (the number of jobs that can be accessed by public transport from a particular area) in Greater Sydney. With the Burwood North metro station, this accessibility will be further enhanced, making the area an important location for land use intensification and urban renewal.



Figure 10: Building Heights in relation to Public Transport accessibility. Source: SCT

Housing Affordability

Housing affordability refers to the relationship between housing costs and household incomes, with housing generally regarded as unaffordable if households must devote a high proportion of their incomes to paying for housing. In recent years housing affordability has worsened in the Burwood LGA, along with many other parts of Greater Sydney as house price and rent growth has significantly outpaced incomes.

Burwood Council's demographics and housing needs have changed substantially over the past decade and are projected to continue changing over the next decade. This shift in the demographic complexion of the LGA has ushered in an evolving set of needs for greater diversity and affordability in its housing supply.

PRCUTS identified a number of objectives with respect to the delivery of housing in the Burwood North Precinct, including the delivery of a minimum 5% affordable housing, a greater diversity of housing suited to the needs of single-persons and older people, as well as catering for families.

Future growth in the Burwood North Precinct has implications for housing affordability. While urban renewal has many benefits, this process can impact housing cost through the replacement of older housing with newer, more expensive housing stock. To help mitigate the impacts of rising housing prices on Burwood's lower income households, Council has committed to delivering affordable housing in the Burwood North Precinct.

As part of the development of the Masterplan, testing has been undertaken to determine the viability of delivering affordable housing in Burwood North and the proposed yields take into account the delivery of a minimum 5% of GFA being delivered as affordable housing across the Precinct.

At this stage Council has not made any decisions with respect to mechanisms for delivery of affordable housing. The detail relating to delivery will be addressed as part of any future Planning Proposal. There are also a number of impending changes to State Government Policy for affordable housing that may have an impact on the feasibility and delivery of future affordable housing in the Burwood North Precinct. We will continue to monitor these changes and respond accordingly.

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Context and Analysis

Burwood North is strategically located straddling Parramatta Road at the central point between the Sydney CBD (12km east) and Parramatta (13km west).

Four key state and two local level strategic planning documents inform land use planning within the Burwood North Precinct and collectively create the strategic line of sight from a region to local level.

These include:

- A Metropolis of Three Cities, the Greater Sydney Region Plan, Greater Sydney Commission, 2018
- Eastern City District Plan, Greater Sydney Commission, 2018
- Future Transport Strategy 2056, Transport for NSW, 2018
- Parramatta Road Corridor Urban Transformation Strategy, Urban Growth, 2016
- Burwood Local Strategic Planning Statement
- Burwood 2036 - Community Strategic Plan

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Regional Context

The Greater Sydney Region Plan

The Greater Sydney Regional Plan sets a 40-year vision for Greater Sydney. The plan designated Burwood as a Strategic Centre.

Strategic Centres play a key role in a region's centre hierarchy and are expected to accommodate high levels of private sector investment and growth.

This designation acts as a transformational opportunity for the Burwood North Precinct.

Eastern City District Plan

Burwood North sits within the Eastern City District as part of the Greater Cities Commission Greater Sydney Region Plan: A Metropolis of Three Cities, 2018.

The Eastern City is nominated to become more innovative and globally competitive carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The plan nominates Burwood as a key strategic centre.

As identified in the Eastern City District Plan:

'Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve. They will become increasingly important parts of the region's structure and will contribute to enabling increased access to a wide range of goods, services and jobs.'

Future Transport 2056

Future Transport 2056 outlines the transport vision for Greater Sydney. The Plan identifies Burwood as forming part of a centre-serving transport corridor that supports buses, walking and cycling. Key actions of Future Transport 2056 that informed the Burwood North Precinct Masterplan include:

- Support car-free, active, sustainable transport options
- Support thriving and healthy 15-minute neighbourhoods
- Manage street space as public space
- Incorporate green, blue and OCHRE infrastructure
- Build well-designed transport infrastructure that makes places more liveable and successful
- Improve the amenity of places along State Roads
- Promote travel behaviour change to manage networks

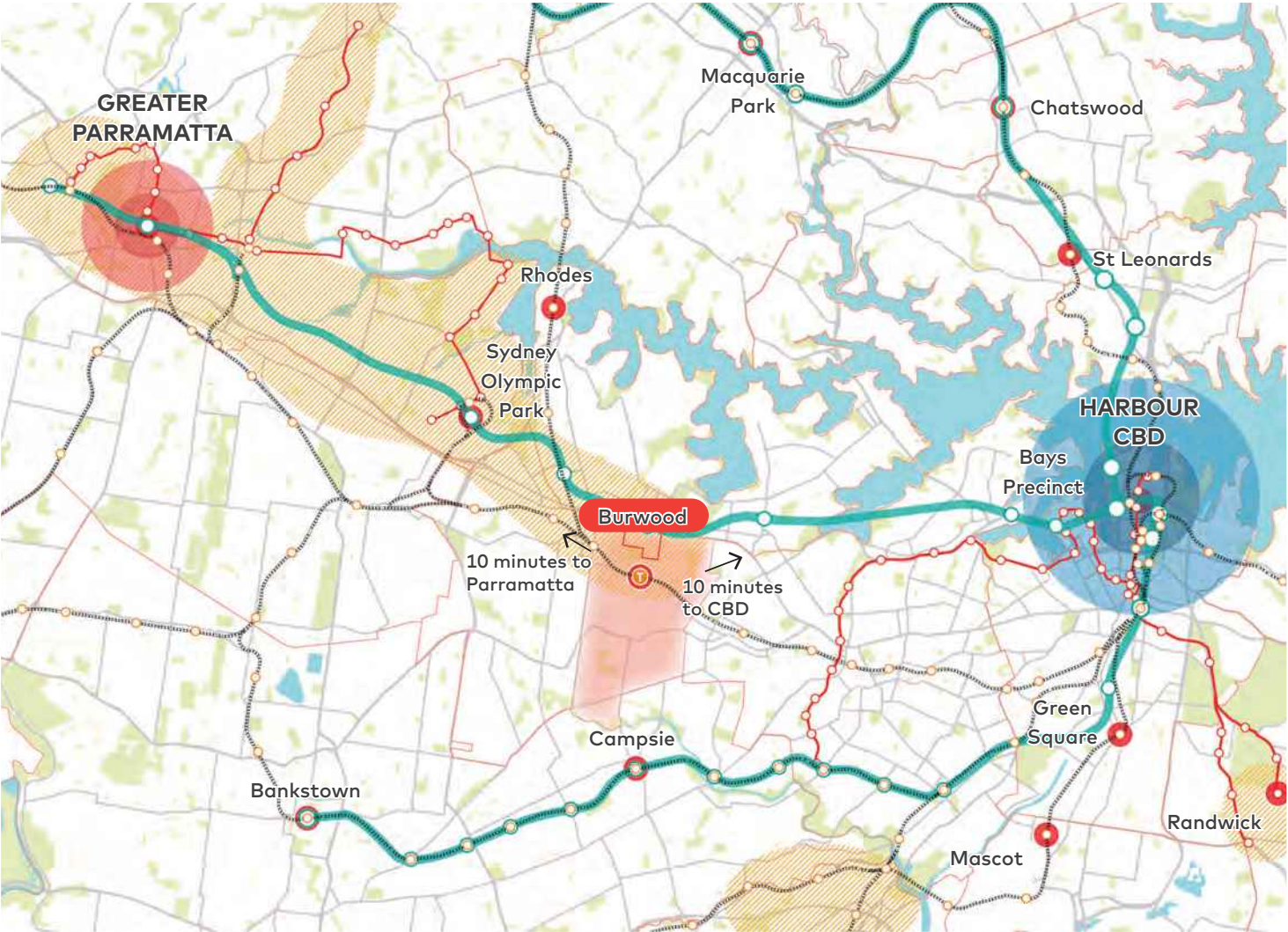
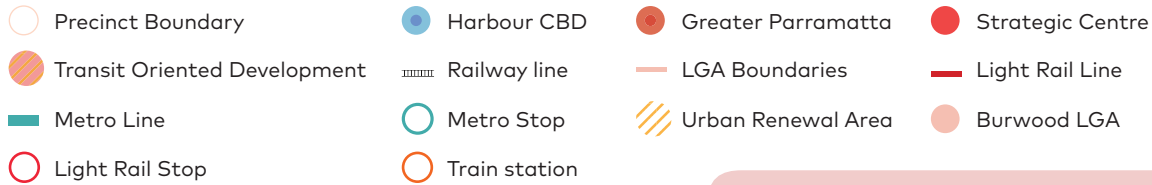


Figure 11: Strategic Context Diagram. Source: COX, GCC



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Burwood Planning Policy Context

An extensive range of documents have been reviewed and analysed to understand the strategic planning process and priorities to date, and to draw on the ideas and knowledge of previous studies undertaken in the Burwood North Precinct. These studies form the basis of the opportunities and constraints that accompany the site analysis for the Precinct.

A comprehensive list of Council, community and consultant plans, strategies, studies, and community engagement summaries formed part of the desktop analysis. The key state and local government plans and masterplanning studies include the following:

- Burwood Precinct Masterplan Report, 2022
- Burwood North Precinct Online Engagement, February 2022
- Burwood Town Centre Urban Design Study and Masterplan, 2021
- Burwood Local Strategic Planning Statement
- Burwood 2036, Community Strategic Plan
- Future Transport Strategy
- Burwood Housing Strategy, 2020
- Parramatta Road Transformation Precincts Vision Report, 2019
- PRCUTS Control Built Form Testing, 2019
- Burwood Community Facilities and Open Space Strategy, 2019
- Burwood, Strathfield and Homebush Planned Precinct, Urban Design Report, 2018
- Greater Sydney Regional Plan, 2018
- Eastern District Plan, 2018
- The Parramatta Road Corridor Urban Transformation Strategy, 2016

Key findings and recommendations which are relevant and used to guide the masterplanning process for the Burwood North Precinct are summarised below.

Council Vision

The Burwood 2036, Community Strategic Plan has recently been updated to include a new vision for Burwood:

'Burwood is a welcoming and inclusive community that is defined by our diversity of people, liveable places and progressive ideas. We acknowledge and celebrate our history and place, protect our heritage and environment and share a quality of life that is equitable, sustainable and supports each other to thrive and prosper'.
(Burwood 2036 CSP)



Figure 12: Burwood Community Strategic Plan. Source: Burwood Council

Burwood 2036 – Community Strategic Plan

Burwood 2036 is Burwood Council's Community Strategic Plan, and outlines the Council's vision and aspirations for the area, providing a blueprint for Council activities and strategic directions for the next 20 years.

The vision for the Burwood LGA is for 'A well connected, innovative, sustainable and safe community that embraces and celebrates its diversity,' underpinned by the four social justice principles of equity, access, participation and rights.

The broad strategic directions of Burwood 2036:

- Inclusive community and culture
- Places for people
- Sustainable and protected environment
- Vibrant city and villages
- Open and collaborative leadership.

Implications for housing

The strategic themes under the Plan with relevance to the future of housing include the need for:

- Environmentally sustainable developments which reduce impacts on the environment
- Burwood's existing heritage to be integrated with high quality urban design, and
- The distinct character of residential areas surrounding town centres to be preserved.

Likely challenges in relation to housing include that as a Strategic Centre, Burwood is expected to meet State Government targets for additional housing. Additionally, strong demand for housing in the wider Inner West will continue to pose challenges for affordability, requiring a diverse mix of dwellings to cater to a range of households.

The Burwood North Precinct is uniquely placed to successfully deliver upon the Vision and create a more liveable, vibrant, and connected neighbourhood. The Precinct offers several distinct advantages in transport connectivity and its local economy.



Figure 13: Burwood Chinatown. Source: COX

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Who Are We Planning For?



The **Burwood LGA** is currently home to **40,397 people**, with approximately **8,000** of those living within the northern portion of the suburb of Burwood. **2,652** of those residents live within the **Burwood North Precinct** (the area for this Masterplan).



28% of Burwood North residents are the **young workforce aged 25-34** compared with 16% in Greater Sydney



SEPARATE HOUSE

16% of Burwood North residents live in a **separate house** compared with 53% in Greater Sydney



HIGH DENSITY

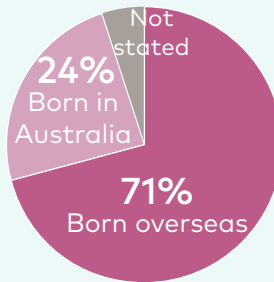
66% of Burwood North residents live in a **high density apartment** compared with 27% in Greater Sydney



20% of Burwood North households are **couples with children** compared with 34% in Greater Sydney



14% of Burwood North households are **group households** compared with 4% in Greater Sydney



71% of Burwood North residents were **born overseas** compared with 39% in Greater Sydney

45% of residents have **Chinese ancestry**

11% Nepalese
13% English & Australian
3% Indian
3% Italian
3% Vietnamese



58% of Burwood North residents **rent their home** compared with 35% in Greater Sydney



31% of Burwood North residents **do not own a car** compared with 11% in Greater Sydney

49% of Burwood North residents **travel to work by public transport** compared with 23% in Greater Sydney (2016 statistic)



2021 statistics (unless noted as 2016) for the suburb of Burwood (north) - Profile.id
The geography for these statistics extends outside the Burwood North Precinct boundary and includes the area between the rail corridor to the south, Wentworth Road to the west, Lucas Road to the east and Parramatta Road to the north.



Local Economy

Burwood's economy is largely focused around the town centre. The Burwood LGA's Gross Regional Product (GRP) was \$2.7 billion in the 2018 financial year, growing 2.7% from the previous year. This makes the area the hub of the Inner West region with its broad spectrum of businesses and economic input. (Burwood Local Strategic Planning Statement). Parramatta Road largely comprises car sales and servicing centres.



Health and Education

The health care and social assistance industry is the largest employment type in the Burwood North Precinct. (Refer *Burwood North Precinct Masterplan: Employment Land Use Survey Summary*, by JLL) Whilst there are a number of health and social assistance businesses and services located within the Burwood North Precinct, the primary medical cluster is to the south of the Precinct in the Town Centre. The St. John of God Private Hospital and Medical Centre is located to the west of the Precinct. There is an opportunity to increase overall medical provision in Burwood North Precinct.

There are also a high number of public and private educational facilities located within and in close proximity to the Burwood North Precinct including Burwood Girls High School, Holy Innocents Catholic Primary School, Southern Cross Catholic College, MLC School and Burwood Primary School.



Community

There are a range of community facilities in the Burwood LGA, including one aquatic centre, five community centres, early education centres, a library and community hub within the town centre. Recent demand studies show that there is a need to expand existing and provide additional community facilities to service the growing population.



Retail and Entertainment

Currently Burwood Road is a popular retail, dining and entertainment strip serving as the spine of the town centre with the Westfield Shopping Centre serving as a major retail destination for both locals and visitors alike. There is a high concentration of dining venues in the town centre, in and around the train station and Burwood Road south, many of which offer genuine and region-specific Asian cuisine. The Burwood Chinatown development has become a popular destination with an activated arcade and a number of laneway eateries in the adjoining streets and lanes.

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Historical Overview

The lands that have become known as Burwood North formed part of the traditional Country of the Wangal people. Their country extends along the southern shore of the Parramatta River between today's Pyrmont in the east and the City of Parramatta in the west. The southern boundary is not known but may have been formed in part by the Cooks River.

Elevated and flat landforms with good aspect, proximity to abundant and predictable resources and drinking water and positioned adjacent or overlooking water may have been attractive camp site locations. This includes Burwood North, being located on a prominent ridgeline that separates the Cooks and Parramatta Rivers.

European invasion forced the retreat of the Wangal into alien territory, depriving them both of their source of food and spiritual connection with their country.

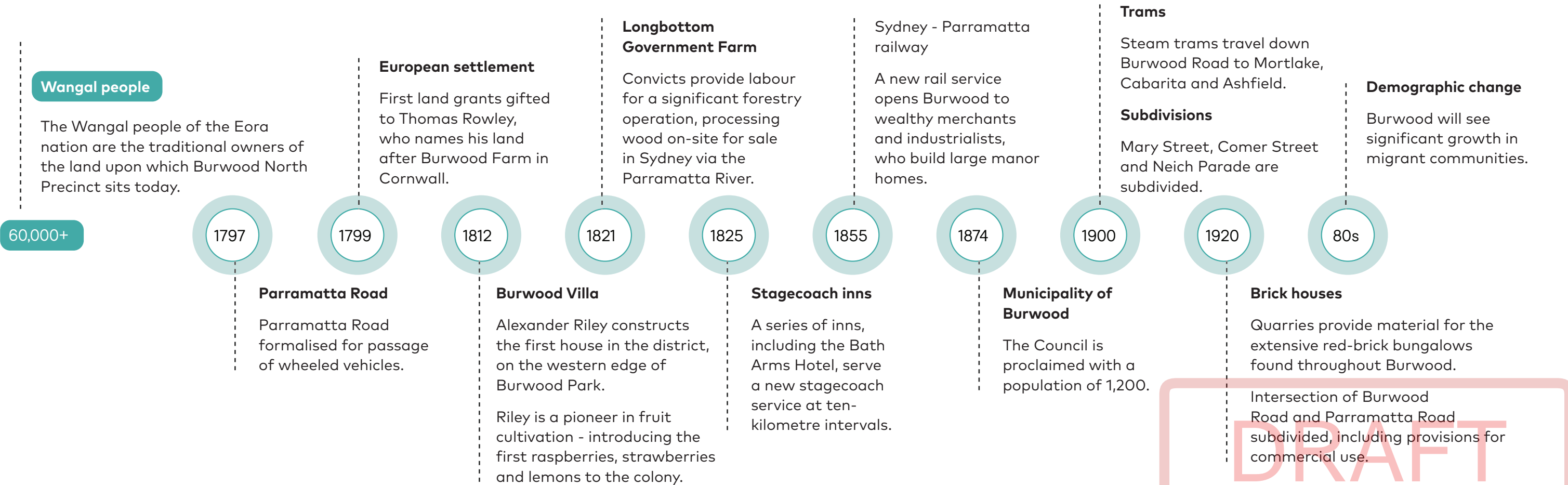
In 1799 Captain Thomas Rowley was granted 100 hectares of land (later increased to 300 hectares) covering most of today's Burwood and Croydon, named Burwood Estate. During this period there was small scale farming and timber getting, with inns and blacksmiths along Parramatta Road. The Bath Arms Hotel has sat on the site of a coach inn since the 1820's. In about 1833, the owners of a number of grants commenced to subdivide and sell their lands and thus commenced the growth of the suburb of Burwood.

The construction of the Sydney to Parramatta railway line led to the subdivisions of Burwood Estate, which slowly changed the character of the area. It became a wealthy enclave, with Sydney's businessmen attracted by the rural aspect, within easy commute of Sydney CBD and Parramatta.

In the late 19th century, former estates were subdivided and residential suburbs emerged along road and rail transport corridors. The current form of the area became solidified, with much of the area given over to Victorian and Federation style houses with retail centred along Parramatta Road, Railway Parade and Burwood Road.

During the inter-war period Sydney's urban sprawl resulted in larger homes subdivided into flats and surplus land sold for small houses. Many of the Victorian villas began to be converted into schools and institutions.

From 1970's onwards, density in Burwood has been increasing, with apartment buildings of increasing size and height, particularly around Burwood Park, and the development of Westfield and Burwood Plaza.



Existing Heritage

The Burwood North Precinct has several heritage listed items within its boundaries. A Heritage Significance Assessment was undertaken to examine their value to the Precinct (Refer to *Burwood North Precinct Masterplan – Heritage Significance Assessment*, by HAA).

The Methodist Ladies College (MLC), Bath Arms Hotel and Teachers Residence are judged to clearly demonstrate local heritage significance. Located on the corner of Burwood Road and Parramatta Road, the Bath Arms Hotel site is a relic of Burwood’s settlement, and now marks the entrance to the Precinct.

Both the Methodist Ladies College (MLC) and the Teacher’s Residence which is within Southern Cross College are architecturally significant, and emblematic of the growing importance of Burwood in the early 20th century.

The Italianate terraces on Archer Street are unique in the context of Sydney and should be retained. Similar Italianate terraces on Burwood Road, are substantially altered from their original form, though still carry retention value.

Elements of the Victorian shopfronts on Burwood Road are deemed to be significant, though much of the facade is compromised. Retention of its listing would require careful consideration of these facade elements.

The Queen Anne cottage on Neich Parade is notable, though not unique - the building does not differ substantially from other cottages in the same area that are not listed. The cottage's significance has been assessed and it is considered that it does not meet the threshold for heritage listing. Consideration could be given to removing this property from Schedule 5 - Environmental Heritage of Burwood LEP 2012 as part of any future Planning Proposal.

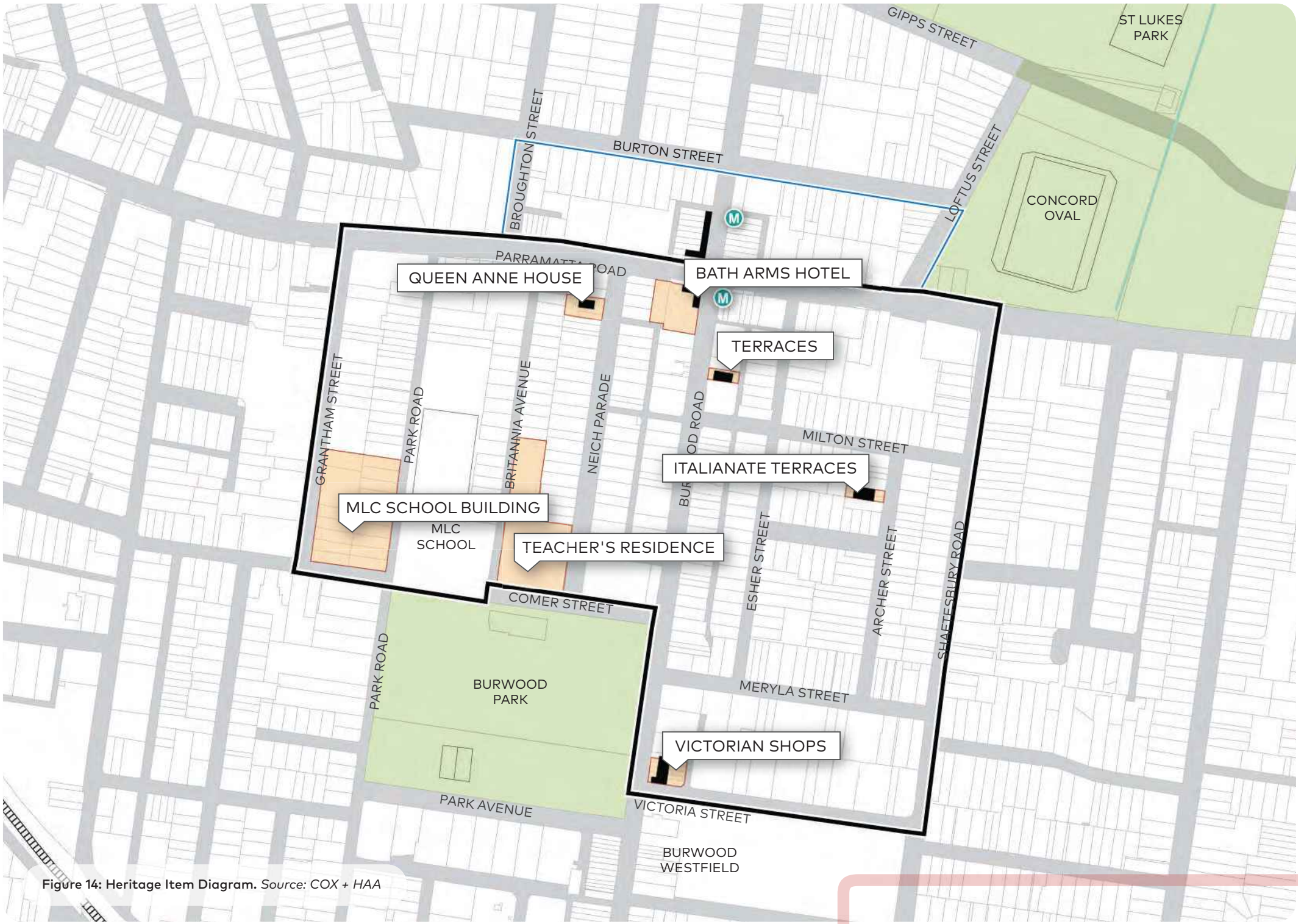


Figure 14: Heritage Item Diagram. Source: COX + HAA

Existing Character

Today, Burwood North Precinct is an urbanised Precinct centred around Burwood Road, a major thoroughfare that runs from the Parramatta River in the north and connects to the Cooks River and Campsie in the south.

The road is primarily used by vehicles and is flanked by laneways on both sides. South of the Precinct, there is a bustling dining and entertainment hub with numerous small restaurants that offer outdoor dining options. The historic streetscape features narrow footpaths and a mix of road widths and verge conditions, limiting the presence of street trees due to overhead power lines. Burwood Park, located within the Burwood Town Centre, provides a green space with mature fig plantings and well-maintained open lawns.

The Precinct comprises various lot sizes, with Parramatta Road hosting car sales centres, the Burwood bus depot (on the edge of the Precinct), and a mix of retail and commercial establishments. South of Parramatta Road, the area predominantly consists of commercial and mixed-use properties extending towards the Burwood Town Centre. The rest of the Precinct is predominantly occupied by low and medium density residential developments of different architectural styles and ages.

Older dwellings are often red brick inter-war and post-war houses set back behind fences and front gardens. However, recent higher density developments have created a contrast between taller buildings and the Precinct's original human-scale character. Some new developments exhibit poor quality and lack a positive interface with the public domain, with service laneways dominated by parking and blank façades.

Throughout the Precinct, there are scattered heritage items, including individual dwellings and the notable Bath Arms Hotel, which has served as a coach inn since the 1820s.



Figure 15: Upgraded streetscape along north Burwood Road - large commercial frontages contrast the existing fine grain. Source: COX



Figure 18: Development of varying age and architectural style. Source: COX



Figure 16: Wilga Street looking east - Burwood Westfield Car Park - borrowed landscape. Source: COX



Figure 19: New development with poor public domain interface along streets and lanes. Source: COX

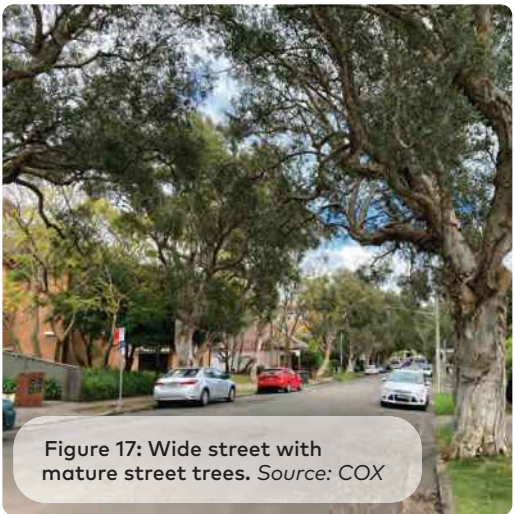


Figure 17: Wide street with mature street trees. Source: COX



Figure 20: Parramatta Road looking towards city and proposed metro site and heritage Bath Arms Hotel. Source: COX

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Constraints and Opportunities

As part of the analysis for the preparation of the Burwood North Precinct Masterplan, an assessment of the constraints and opportunities has been undertaken related to:

Connectivity

Environmental

Built Form and Character

Development Considerations

See Appendix 1 for more information on Constraints and Opportunities.



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Developing The Burwood North Precinct Masterplan

Since the release of PRCUTS in 2016, the NSW Government approved the construction of the Sydney Metro West, a new rail link operating between Hunter Street, in the Sydney CBD and Westmead. Anticipated to open in 2030, Sydney Metro West will deliver a station at Burwood North with access to the Sydney and Parramatta CBD and The Bays Precinct within 10 minutes. This significant investment in infrastructure will make the Burwood North Precinct one of the most connected and accessible precincts in Greater Sydney and has resulted in an opportunity to review the outcomes proposed to be delivered under PRCUTS.

The Burwood North Masterplan seeks to build upon the vision envisaged by PRCUTS in a way that ensures that the urban renewal of the Precinct leverages the opportunity afforded by the delivery of Sydney Metro West.

This level of connectivity and accessibility, not envisaged by PRCUTS, has the potential to attract significant investment in employment and the delivery of housing and provides opportunities to build on the established health/medical, educational and professional industry in the Precinct, further cementing Burwood's role in the Eastern City District as a Strategic Centre.

It also provides an opportunity to deliver significant community benefits, including open space and community infrastructure, quality urban design and building excellence, green and connected streets for people, all in a way that is environmentally and financially sustainable.

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What is a Masterplan?

A masterplan is a long-term plan that provides a road map to guide future growth and change in our centres over the coming decades.

Masterplans have an important role in determining the look, feel and function of the urban environment. A masterplan guides building heights, design, density, sustainability, movement, land use zoning, open spaces, community infrastructure and heritage within a particular geographic area.

The Burwood North Precinct Masterplan has been informed by supporting studies and a Stage 1 stakeholder and community participation process. The Masterplan will guide new planning controls that could apply to properties in the Burwood North Precinct and provides an urban design framework to ensure the delivery of a high quality, liveable and walkable urban environment.

Developing the Masterplan

The Masterplan has been developed through the following process:

- Site Analysis & Visioning - undertaken through the first stage of the project, the outcomes of the site analysis and visioning are used as the basis for developing the masterplan scenarios and preferred masterplan. Refer Burwood North Precinct Masterplan: Engagement Outcomes Report, by COX and Burwood North Precinct Masterplan: Precinct Analysis Summary Report, by COX
- Scenario Workshop - COX along with the project team and Council developed masterplan scenarios for testing and discussion with stakeholders
- Ongoing Consultant & Client Collaboration - the consultant project team and Council have collaborated throughout the process to develop the masterplan scenarios into a cohesive and refined masterplan that reflects the Vision and Top Priorities for the Precinct.

This report has been developed in conjunction with additional supporting studies and should be read with the following:

- *Burwood North Precinct Masterplan Landscape and Public Domain Strategy Report*, by Oculus
- *Burwood North Precinct Masterplan First Nations Design Principles Report*, by Dominic Steel Consulting Archaeology
- *Burwood North Precinct Masterplan Rapid Transport Appraisal*, by SCT Consulting

- *Burwood North Precinct Masterplan Sustainability Statement*, by Mott MacDonald
- *Burwood North Precinct Masterplan Economic Assessment & Feasibility Report*, by JLL
- *Burwood North Precinct Masterplan Stormwater and Flooding Study*, by Mott MacDonald
- *Burwood North Precinct Masterplan Geotechnical Study*, by Mott MacDonald
- *Burwood North Precinct Masterplan Utilities Study*, by Mott MacDonald
- *Burwood North Precinct Masterplan Preliminary Site Investigation*, by Mott MacDonald
- *Burwood North Precinct Masterplan – Heritage Significance Assessment*, by HAA
- *Burwood Community Facilities and Open Space Strategy; 2023 Community Facilities Addendum*, by CRED

Following community engagement, the Masterplan will be reviewed and finalised to become the basis for the package of development standards, planning controls and policies to guide Burwood North's growth over the next 15-20 years.

These include:

- A Planning Proposal to amend the Burwood Local Environmental Plan 2012.
- Amendments to the Burwood Development Control Plan to inform built form and design outcomes.

- Integration into the Burwood Infrastructure Contributions framework to support the funding, delivery and on-going maintenance of infrastructure.
- The introduction of an Affordable Housing Scheme to ensure the delivery of a minimum 5% affordable housing.

The Masterplan provides clarity and a way forward for the urban renewal of the Burwood North Precinct. It does not however result in changes to the planning controls in Burwood North. Changes to Council's planning framework are required to go through a defined process under the *Environmental Planning and Assessment Act 1979*, which will include further community engagement beyond this Masterplan.

The Masterplan aims to present a conceptualised design which considers the future urban structure of a defined area, guided by future growth and development and desired outcomes unique to a cohesive vision for the place.

Creating a liveable, vibrant, sustainable and accessible place that supports attracting jobs and investment is central to the Masterplan. Well planned growth will help reinforce Burwood's existing qualities. Its streets will be pedestrian friendly, lively places in the day and night, contributing to a sense of safety, attractiveness and inclusiveness. Higher density living and jobs growth will be well located around the future Metro Station and Burwood Road.

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Stage 1 Community Engagement

We engaged over 500 individuals including landowners and residents, First Nations groups, local businesses, community members, government and institutional stakeholders as part of the Stage 1 engagement phase.

The diverse range of stakeholder groups were consulted throughout this period including:

- Government agencies
- Institutional stakeholders
- Landowner and residents within the boundaries of the masterplan area of investigation
- Local businesses within the boundaries of the masterplan area of investigation
- First Nations group
- Community members of the Burwood LGA

Aim of the engagement

The Stage 1 stakeholder engagement aimed to gain a deeper understanding of the opportunities and challenges within Burwood North and to draw out the top priorities, vision, needs and desires for the future of the Precinct.

In listening to our community, we have undertaken a wide range of engagement activities including:

- Community Social Map on the Participate Burwood webpage
- Landowner and resident survey on the Participate Burwood website
- Local business survey conducted through November 2022
- Government and institutional stakeholder Visioning Charrette held at Burwood Council on 16 November 2022
- Landowner and resident drop-in session hosted at Burwood Council on 22 November 2022
- First Nations groups engagement held at Burwood Council on 6 December 2022 and 1 March 2023

Engagement Activities

A summary of the stakeholder engagement activities undertaken as part of the Stage 1 Engagement activities are listed below. Further information is contained within the Burwood North Precinct Masterplan Engagement Outcomes Report and supporting documents.

Visioning charrette

The purpose of the charrette was for participant stakeholders to understand the opportunities and constraints within the Precinct, and to collectively share their non-negotiable outcomes, visions and priorities for the future planning of the Precinct.

Landowner one-on-one meetings

Individual meetings with major landowners in the Precinct to understand their perspectives on opportunities and constraints to development including areas of housing, open space, and community infrastructure.

Community drop in session

Attended by over 100 people, primarily residents and landowners from within and surrounding the Precinct, provided an opportunity for the community to speak to the project team.

Landowner and resident survey

Conducted from 22 November - 4 December 2022 and was hosted online on the Participate Burwood page. The aim of the survey was to gain insight into the strengths and challenges of and ideas for the Burwood North Precinct.

Online community engagement

An online 'social map' was launched to enable community members to share their perspective and ideas for the Precinct through marking and adding comments to a map within the categories of: love, improve, ideas, and research (areas for further investigation).

First Nations engagement

An advisory panel was established made up of First Nations organisations and individuals who expressed interest in participating in the project to identify, discuss and develop First Nations design principles intended for the masterplan. Two workshops took place for initial engagement and as a follow up and ideas for First Nations design intervention.

Masterplan scenario workshop

This workshop allowed participants to interrogate the options developed by the project team and Council and also provide guidance on opportunities, constraints, and needs that may impact option selection. Workshop outcomes were used to formulate the preferred masterplan.



Figure 22: Community drop-in session. Source: COX



Figure 23: Visioning Charrette Session 3 breakout group discussion. Source: COX



Figure 24: Community drop-in session. Source: COX



Figure 21: Visioning Charrette Session 3 breakout group discussion. Source: COX

What we have heard

Key Strengths and Opportunities

- Burwood North is a wonderfully connected location - a thriving hub between the Sydney CBD and Parramatta CBD, that will be enhanced further with the Sydney Metro station at Burwood North
- Burwood North has a high level of accessibility to parks, schools and health services
- Burwood North is a vibrant urban destination; a place for food and shopping, with a strong night time economy
- Burwood Road is a well established, vibrant high street
- Many people get around Burwood North on foot, there is an opportunity to enhance the walkability of the Precinct
- Burwood North has an exciting, multi-cultural community feel
- Burwood Park is an important open space asset for the community, heavily used for events and recreation by people of all ages
- The community generally supports a high density urban environment for Burwood North, with the necessary community and transport infrastructure to support growth
- The former creek line that ran through Burwood North could be re-interpreted and incorporated into the public domain to assist with stormwater management and urban greening
- There is a need and opportunity to take a Connecting with Country approach to the design of the Precinct

Key Constraints

- Some roads are dominated by cars and parking, reducing pedestrian amenity and safety
- Footpaths are too narrow in some areas, with many conflicting users along Burwood Road
- Parramatta Road is challenging to cross in places, and presents as a barrier to easy and safe north-south pedestrian and cycle movement
- Burwood Road needs more safe crossing points
- There is a need for better connected active and public transport
- Burwood North could benefit from more greenery on the streets, helping to reduce the urban heat island effect
- Additional open spaces are needed to support the growing population
- Additional housing choice to meet the diverse needs of all age and cultural groups
- Housing affordability is a challenge
- Parramatta River is close by but walking access to it is not intuitive



Figure 25: Participate Burwood Social Map, showing comment from participant. Source: COX

Stage 2 Community Engagement

Further extensive engagement is proposed to be undertaken with the broader Burwood community as part of the Stage 2 Community Engagement phase. This will give our entire community an opportunity to review and provide feedback on the Vision, Priorities and Strategies that form the basis for the delivery of the planning framework for the future Burwood North Precinct.

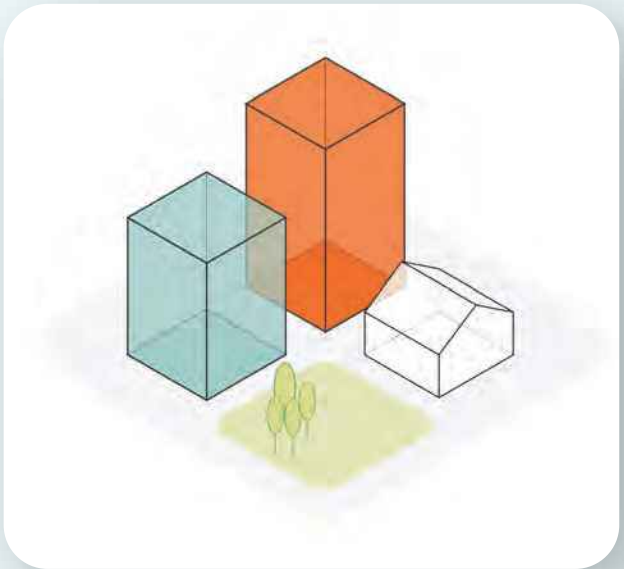
A Community Engagement Plan has been prepared and documents how Council will engage with the community with respect to the Burwood North Masterplan. The engagement approach follows Council's Community Engagement Strategy 2023-2026 (CES) and proposes a variety of communication and engagement tools to reach our diverse community and stakeholders.

The priority focus will be to ensure that landowners and community are aware of any potential change and have the opportunity to make a submission.

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Big Moves

The following masterplan "Big Moves" draw on the Vision established for Burwood North Precinct to guide the built form and planning approach for the Precinct.

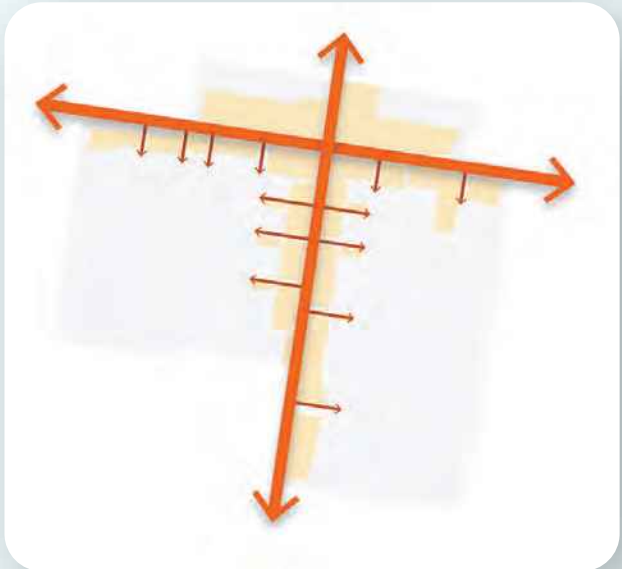


Diverse Housing and Employment

Advocate for high-quality built form that provides a wide array of housing choices, including affordable options for key workers and families. Leverage high-amenity living to attract more knowledgeable and high-skilled jobs.



Figure 26: Grand Reve, Castle Hill. Source: DASCO



Activation and Celebration

Activate Parramatta Road and Burwood Road and extend activation through perpendicular streets and lane-ways into the Precinct. Manage growth and development so that the centre is rejuvenated and the diversity and culture of the Precinct remains central.



Figure 27: Llanekelly Place, Potts Point. Source: SydneyCityGuide

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Pedestrian-First Transport Network

Prioritise pedestrian connectivity and permeability throughout the Precinct and into the wider area, considering the needs of future services access and a developed active transport network



Blue and Green

Establish a legible green and blue network through the Precinct to provide a high level of amenity, sense of place, and connection with Country. A sustainability strategy supports these networks with directions for water management and sensitive curation of plant species and public domain materials.



Human Scale

Protect the human scale of Burwood Road and Parramatta Road by setting taller buildings behind, and transition height down to existing areas.



Figure 28: Ithaca Commons pedestrian street. Source: Holt

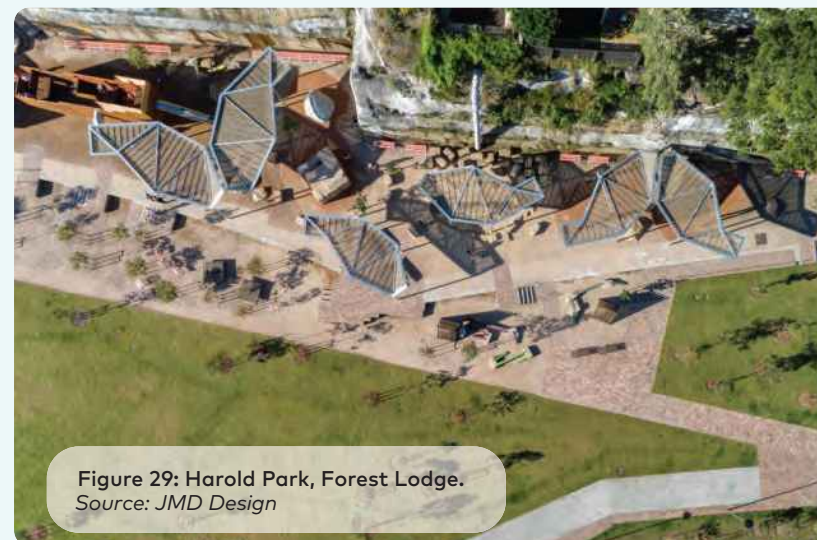


Figure 29: Harold Park, Forest Lodge. Source: JMD Design



Figure 30: Victoria Street, Chatswood. Source: COX

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Top Priorities

The top priorities for this Precinct focus on creating a vibrant and sustainable community. The Masterplan aims to deliver a Precinct that incorporates diverse and flexible green spaces, paying homage to the natural environment and acknowledging connection with Country. Additionally, there is a strong emphasis on establishing a well-connected and easily navigable active transport network supported by new green spaces, promoting walking, cycling, and other non-motorised forms of transportation. Another key aspect is the provision of well-designed and flexible housing options, catering to different needs and promoting a sense of inclusivity.

The development of a Precinct with a distinct character and a strong sense of place, fostering a unique identity and promoting community engagement. As a Strategic Centre, the Precinct is envisioned to be both regionally significant and locally accessible, offering a range of amenities to meet the needs of residents and visitors.

Under each of the priorities the following is documented;

- Principles - which underpin the priorities
- Masterplan Strategies - what the masterplan is proposing, drawn from the observations, objectives and "what we know" from the extensive site analysis and consultation process
- Future Actions - what is required to deliver on the principles and masterplan strategies.

- 1

Deliver a Precinct with rich and varied open spaces that acknowledges connection with Country
- 2

Create a legible and comprehensive active transport network
- 3

Deliver a range of well-designed, highly flexible housing
- 4

Deliver a precinct with a richly defined identity and sense of place
- 5

Create a centre that is regional in outlook and local in amenity
- 6

Promote a sustainable, green, and resilient Precinct

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Priority 1

Deliver a Precinct with rich and varied open spaces that acknowledges connection with Country



Figure 31: Matron Ruby Grant Park, Zetland. Source: Landscape Australia



Figure 32: Newmarket, Randwick. Source: Cbus Property



Figure 33: Dyuralya Square, Green Square. Source: City of Sydney

Principles

- **Acknowledge the opportunity for connection to Country by celebrating the cultural landscape**
- **Provide access to a diverse range of spaces across the Precinct, that complement Burwood Park to ensure that the community can enjoy cultural events, gatherings and activities**
- **Deliver quality open space within 200m of everyone's front door**
- **Integrate places and spaces within streetscapes and public domain, enabling the community to come together informally and for chance encounters to occur**
- **Support the delivery of spaces that contribute and connect to the green and blue grid network**

Masterplan Strategies

- Maximise functionality of open space to provide for a range of activities and gathering sizes, as well as environmental and ecological benefits.
- Identify opportunities for connection with Country in the design of public spaces and connections.
- Locate open spaces in areas that have good passive surveillance from surrounding development and from the public domain.
- Distribute open spaces throughout the Precinct to enable most residents to have access to an open space within 200m that has a minimum size of 1500m².
- Maximise the delivery of open space as part of development sites and within the public domain.
- Minimise property acquisition by Council.

Future Actions

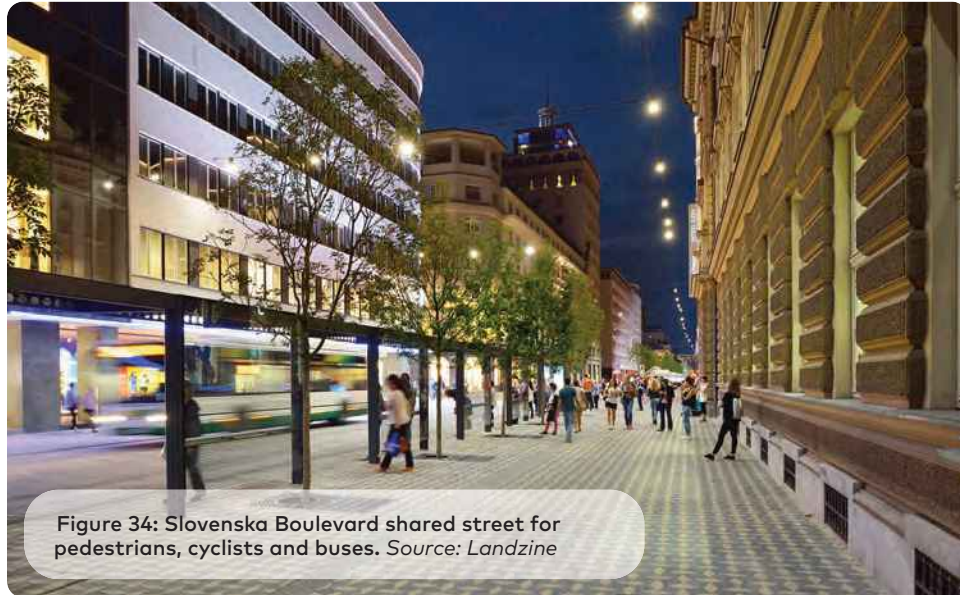
- Council to establish planning mechanisms for the delivery of open space, through site links, plazas and other infrastructure on individual sites, in accordance with the masterplan through amendments to the LEP and DCP.
- Prepare amendments to Council's contribution planning framework to reflect the forecast growth and infrastructure needs for Burwood North, including alignment with delivery of PRCUTS infrastructure.
- Advocate to the State Government for funding to ensure the delivery, enhancement and maintenance of sufficient open space to cater to the needs of the future population.
- Review LEP and DCP controls for Burwood North based on best practice for establishment of deep soil zones, tree canopy on ground and green roofs where practical.
- Review LEP and DCP controls for Burwood North based on best practice for the establishment of adequate solar access to parks and main streets.

More detailed open space principles are contained within the *Burwood North Precinct Masterplan: Landscape and Public Domain Strategy Report*, by Oculus. The Future Actions will link to how these strategies will be reflected in proposed LEP and DCP

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Priority 2

Create a legible and comprehensive active transport network



Principles

- **Maximise active and public transport connectivity to the Burwood North Metro station**
- **Support a connected open space network with enhanced local and regional cycle connections**
- **Enable connections through to the Parramatta River - prioritising north-south active transport connections**
- **Support the transition of Burwood Road to enhance active and public transport connections**
- **Create walkable activated laneways, through-site links and shared zones as part of an integrated walking network**
- **Reduce the need for private car ownership**

Masterplan Strategies

- Slow vehicular speeds through and within the Precinct to support pedestrian priority.
- Allocate road space to prioritise pedestrians within neighbourhood zones, wherever possible.
- Utilise the existing laneway network as shared zones and deliver new shared zones and pedestrian connections, to enable pedestrian priority and permeability through the Precinct.

Future Actions

- Adopt maximum parking rates, consistent with the PRCUTS recommended parking rates for new residential development in the Burwood North Precinct.
- Review the DCP to require that new developments provide access to car share and ride share services sufficient to meet the needs of the development and to discourage private car ownership.
- Review the DCP to introduce provisions in the DCP which enables unbundled parking within new developments.
- Review the DCP to require 100% of parking in new developments for both resident and commercial to have EV ready connections.
- Include provisions to require fast or rapid EV charging for all commercial development.
- Review the DCP to update provisions for bicycle and other parking, loading and servicing requirements.
- Review the DCP to include appropriate end of trip facilities and ensure that the controls deliver facilities that are designed to support people who cycle, jog or walk to work.

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Priority 3

Deliver a range of well-designed, highly flexible housing



Principles

- **Encourage a range of housing typologies and options to support a diverse population, including catering for multi-generational living**
- **Create opportunities across the Burwood North Precinct for both medium and high rise development, to ensure the delivery of community oriented neighbourhoods**
- **Encourage provisions that deliver a mix of unit sizes and allow for flexibility to suit a range of households**
- **Allow for a diverse range of tenures, including opportunities for the delivery of affordable housing and build to rent accommodation**

Masterplan Strategies

- Provide a range of densities that enable a variety of housing typologies to be delivered within the precinct.
- Position higher densities around open spaces to provide good amenity and a connection to landscape.
- Organise built form and densities within unique neighbourhood zones that each have a distinctive character, providing a sense of place and community.
- Require the delivery of a minimum of 5% of new dwellings as affordable housing, consistent with PRCUTS.

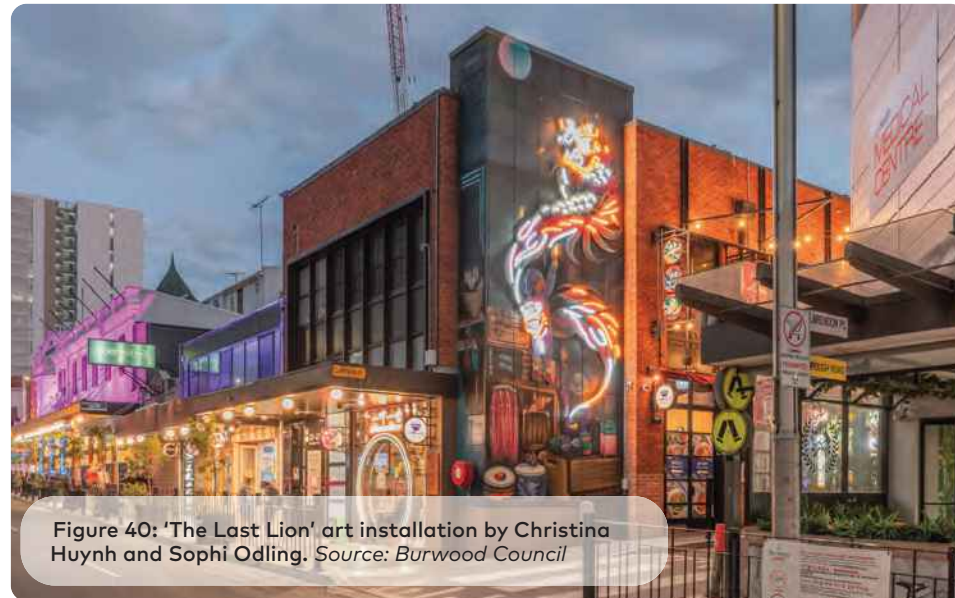
Future Actions

- Amend the LEP to increase residential dwelling capacity consistent with the proposed height and floor space ratios outlined in the masterplan.
- Introduce an Affordable Housing Contributions Scheme in the LEP for the Burwood North Precinct to ensure the delivery of affordable housing, consistent with PRCUTS (minimum 5% of total FSR to be dedicated for affordable housing).
- Amend the LEP/DCP to specify the minimum unit mix rate for residential flat buildings and shop top housing with more than 20 dwellings to increase housing diversity.
- Review the DCP to require new dwellings to comply with Liveable Housing Design Guidelines.
- Investigate opportunities to increase the amount, and improve the standard of housing to ensure that it is universally designed. This includes encouraging the delivery of larger apartments on the ground floor with usable external space to ensure a range of households can secure suitable housing to meet their needs.
- Continue to engage with, and advocate for, the enhancement and delivery of State Government infrastructure (schools, medical/hospital, community services etc) sufficient to meet the needs of the current and future population.

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Priority 4

Deliver a precinct with a richly defined identity and sense of place



Principles

- **Deliver an exemplar urban precinct with a diversity of residential building types that ensure the prioritisation of a high amenity human experience**
- **Encourage innovative architectural, design and delivery models to ensure design excellence in new development and the public domain**
- **Respect, build on, and celebrate how culture has influenced the way people live, work, and play in Burwood and ensure that future development acknowledges this culture and diversity**
- **Build on the existing fine grain character by encouraging laneway activation and small scale, fine grain retail tenancies**

Masterplan Strategies

- Position higher density and taller building forms in the blocks behind Burwood Road and Parramatta Road, to retain a human scale frontage to those primary movement corridors.
- Encourage active frontages along Burwood Road and Parramatta Road, as well as on the adjoining laneways to draw activation into the adjoining neighbourhoods and away from higher traffic zones, both day and night.
- Respond to the cultural and environmental heritage in the Precinct by incorporating diversity, including, connection to Country, in the design of public spaces and connections.
- Provide opportunities for the incorporation of public art throughout the Precinct.

Future Actions

- Implement appropriate place based design objectives and standards within the DCP for new development within the Burwood North Precinct.
- Consider the development of a Design Excellence provision and Design Excellence Competition process for key sites within the Burwood North Precinct.
- Incorporate DCP controls to ensure appropriately scaled and designed development can occur within, and adjacent to, heritage items within the Burwood North Precinct.
- Require public artworks in certain locations as part of the development approval process and Council's Public Art Policy. These artworks should convey the history and unique character of Burwood, and connection to Country, and be tailored to their locations within Burwood North.

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Priority 5

Create a centre that is regional in outlook and local in amenity



Principles

- **Maximise opportunities for job creation within the Burwood North Precinct to support the continued growth of the Burwood Town Centre as a strategic centre within the Eastern City**
- **Support small business and start-ups of different scales and types that provide a diversity of job opportunities**
- **Maximise opportunities for activation of streets and public spaces, drawing on existing vibrancy to create a hub around the future Burwood North Metro station.**
- **Maintain and expand on the richness and complexity of existing land uses with diversified dining and retail experiences**
- **Provide local service and community facilities within walking distance to where people live**
- **Enable people to experience the Burwood North Precinct as both a quiet and bustling neighbourhood, with defined areas of genuine mixed use, balanced with quieter streets and spaces**

Masterplan Strategies

- Concentrate a higher proportion of non-residential uses around the Burwood North Metro station and along Parramatta Road.
- Continue to support Burwood Road as an active mixed use street with only non-residential uses at ground floor.
- Enable small scale commercial, dining and retail outlets to activate laneways perpendicular to Burwood Road and Parramatta Road, extending activity into the surrounding precinct to encourage and support both day and night time economies.
- Encourage community facilities in areas of high amenity to support the community.

Future Actions

- Introduce a new land use zone into the Burwood LEP (R4 – High Density Residential) to allow residential flat buildings and enable other complementary land uses, such as cafés and restaurants that contribute to the vibrancy of the neighbourhood while ensuring that business centres remain the focus for business and retail activity.
- Amend the LEP/DCP to identify new through site links to be provided as part of future redevelopment of sites through land dedication in the Precinct.
- Review the zoning and permissible land uses for land along Parramatta Road to allow for a range of uses including commercial and retail uses and residential, where appropriate.
- Continue to advocate to State Government agencies and neighbouring councils to ensure future east-west and north-south mass transit corridors through Burwood are protected and delivered in the long term.
- Implement the Burwood After Dark Strategy for Night-time economy.

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Priority 6

Promote a sustainable, green, and resilient Precinct



Principles

- **Ensure that Burwood North is a sustainable urban renewal precinct, that supports the movement towards zero carbon operations**
- **Maximise urban greening of Burwood North with increased tree canopy, rain gardens, rooftop gardens, community gardens and enhanced ecosystem biodiversity**
- **Incorporate water sensitive urban design – stormwater management integrated with public domain and open space**
- **Support sustainable technologies and initiatives that will reduce carbon emissions**

Masterplan Strategies

- Support the transition to net zero emissions in the precinct.
- Allow water to be celebrated as a key part of the linear open space network, following the former creek line that ran through the precinct.
- Manage stormwater and flooding impacts through open space and water sensitive urban design and bio-filtration.

Future Actions

- Review and update the flood study and floodplain risk management study and plan to inform future planning controls.
- Review and amend the DCP to incorporate relevant recommendations from the Burwood North Precinct Masterplan: Sustainability Statement, including:
 - Improving overall building energy and water efficiency;
 - Requirements for setbacks, solar amenity, deep soil landscaping controls;
 - A minimum tree canopy target / site coverage;
 - Encouraging the planting of drought resistant species and indigenous species;
 - Green roofs and green wall design;
 - On-site energy generation via solar power to reduce dependency on the main grid;
 - Fully electric to progressively eliminate fossil fuel demand towards net zero emissions;
 - Electric Vehicle and Ebike charging, with car parking spaces ready to transition to electric vehicle charging when this technology becomes widespread;
 - Diverting of building materials from the demolition process from landfill;
 - Best practice water saving measures for all new buildings not subject to BASIX;
 - Waste management to ensure the diversion of waste away from landfill, including separated recycling streams, new waste technologies, communal areas for organic waste composting (FOGO).
- Water Sensitive Urban Design controls

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The Draft Masterplan

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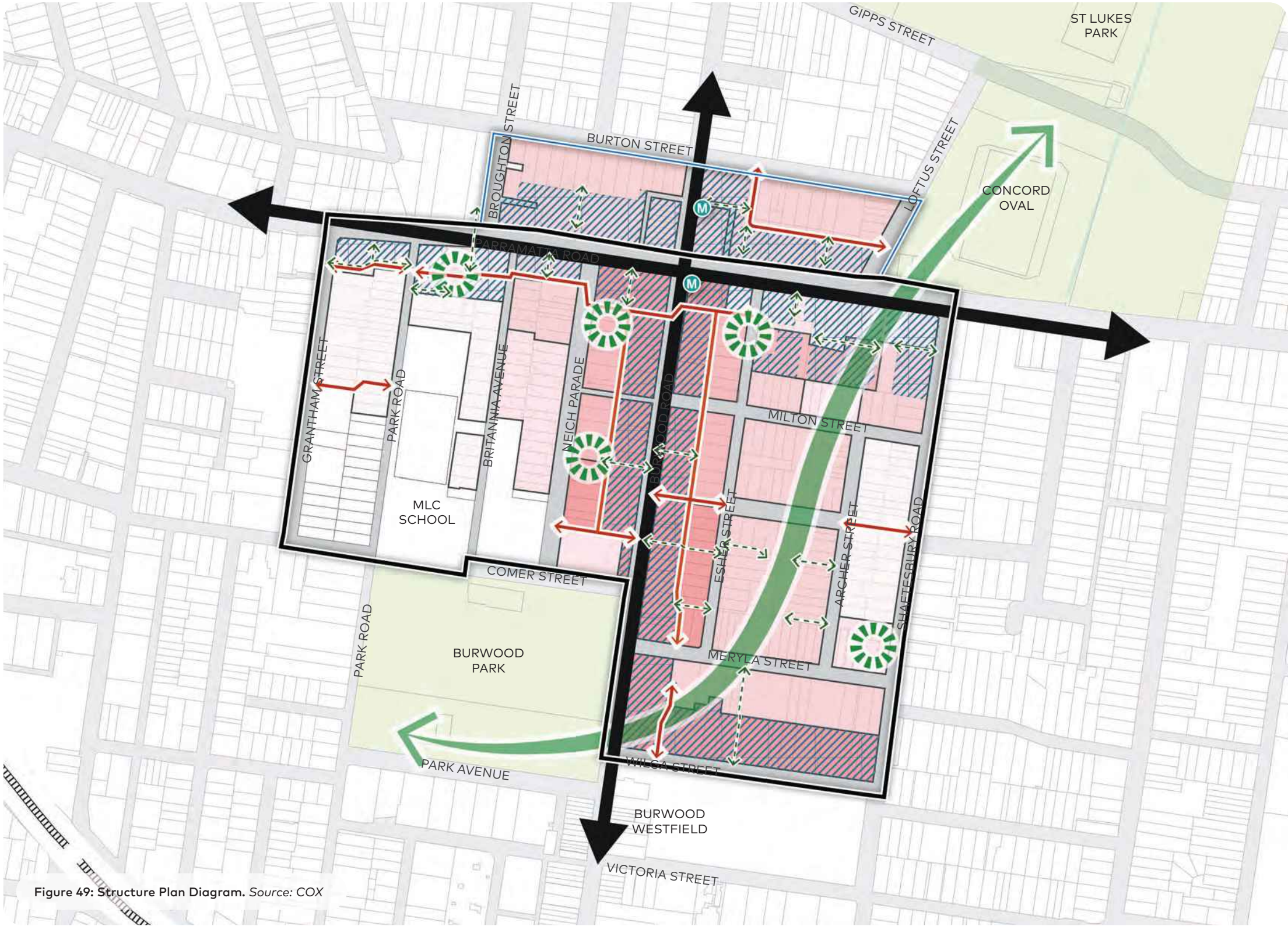
Structure Plan

Burwood North Precinct is defined by its built and natural corridors. Burwood Road serves both pedestrians and vehicles as a key north-south connector, anchored by the proposed Burwood North metro station in the north, and Burwood train station to the south. Burwood’s established character as a dining and retail destination oriented around Burwood Road, is proposed to be extended north in to the Precinct towards Parramatta Road.

Burwood North Precinct leverages the accessibility and activation of the metro station to create a fine-grain, dense, mixed-use community oriented around the transit node.

A chain of existing and proposed open spaces follow a former creek line between Burwood Park and Concord Oval/St Luke’s Park in the Canada Bay LGA. This open space network employs First Nations design elements to anchor the Precinct within Country. Water will be ‘resurfaced’ to flow through Burwood North Precinct, and the open spaces surrounding the water elements provide new spaces for residents to gather and play. The wider open space network in the Burwood North Precinct builds upon the connectivity of this creekline, and prioritises linkages with pocket parks and lane-ways to create a transport network that prioritises the pedestrian.

Burwood North Precinct will offer a range of housing typologies that reflect the diversity of its community - forming distinct neighbourhoods that promote walkability and minimise car dependency. Pockets of activation will create a vibrant, attractive urban experience beyond Burwood Road, and enhance green spaces with added surveillance and extended usability.



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Character Areas

Burwood North Precinct forms a set of distinct but interwoven neighbourhoods, each with a unique character and offering a diverse range of housing and employment typologies.

The proposed built form and open space structure for the Burwood North Precinct has been organised into these distinct character areas, enabling Burwood North Precinct to be a place that offers a diversity of urban experiences, places and housing types.

The four character areas for Burwood North are:

Transit and Business

Bounded by one block either side of Parramatta Road

Active High Street

Defined by one or two blocks either side of Burwood Road

Park Edge Living

Between Esher Street and Shaftesbury Road

Living and Learning

Between Neich Parade and Grantham Street

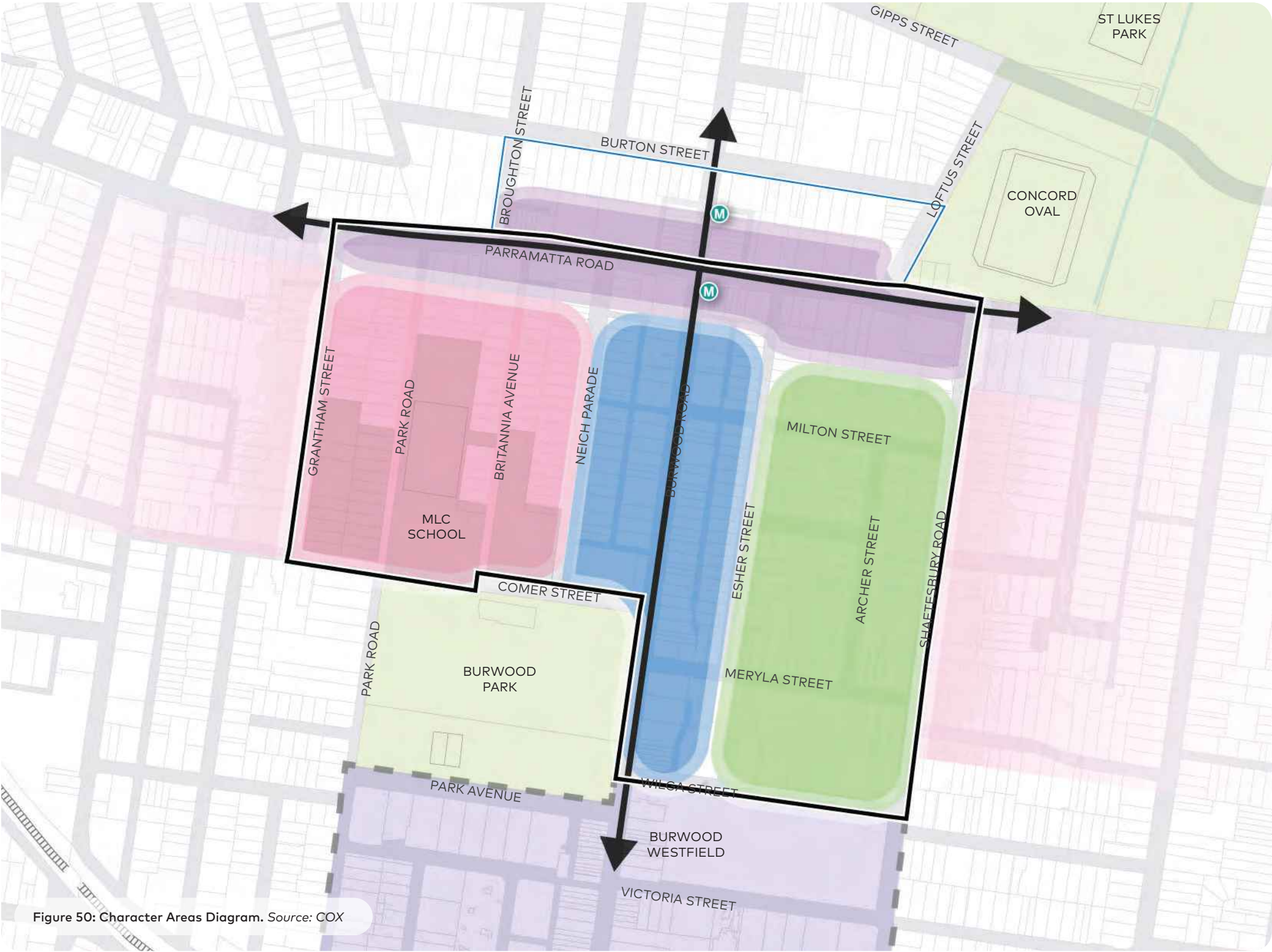


Figure 50: Character Areas Diagram. Source: COX

- Precinct Boundary
- Future Metro Entry
- Canada Bay LGA (does not form part of this Masterplan)
- Living and Learning
- Transit and Business
- Park Edge Living
- Active High Street
- Existing Town Centre

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Transit and Business

The Transit and Business character area fronting Parramatta Road will host a range of active frontages in mixed-use developments, fronting Parramatta Road and around the Burwood North metro station transit node.

Parramatta Road will remain as a principal east-west vehicle artery, but will have substantially improved pedestrian amenity through the implementation of a 6 m landscaped, green setback.

Laneway connections will provide opportunities for activation from Parramatta Road to the south of the Precinct.

Enhanced permeability across Parramatta Road and into Canada Bay to the Parramatta River, will be encouraged, and this will be aided by the proposed underground connection being delivered by Metro West.

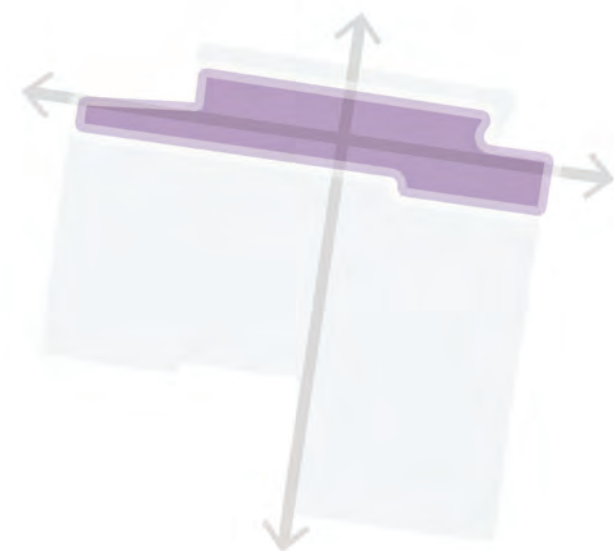


Figure 51: Visualisation of an active urban park adjacent to Burwood North Metro Station. Source: Scharp



Figure 52: Arncliffe Central. Source: Billbergia



Figure 53: Future Burwood North Station. Source: Sydney Metro

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Active High Street

The Active High Street character area is centred on Burwood Road as the mixed-use activity spine, drawing upon the activity of the Burwood Town Centre to the south.

Burwood Road will continue to act as the high street, with future development continuing to provide active ground floor uses, including retail and dining. New and existing laneways will be encouraged to ensure that the area is permeable and highly accessible, providing activation day and night.

Building heights along Burwood Road are intended to protect both human scale and solar access, producing a highly amenable pedestrian experience at the ground floor.

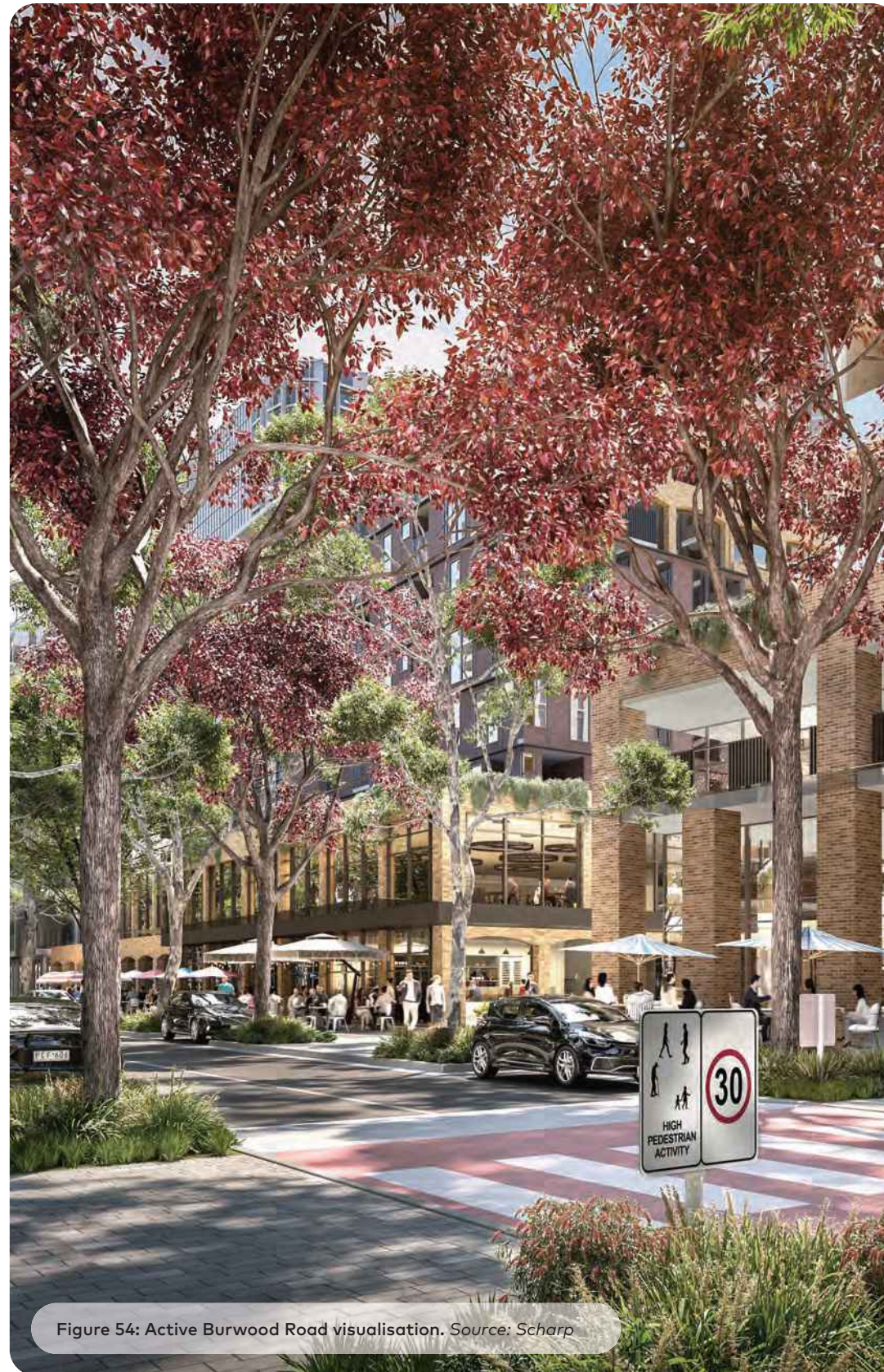
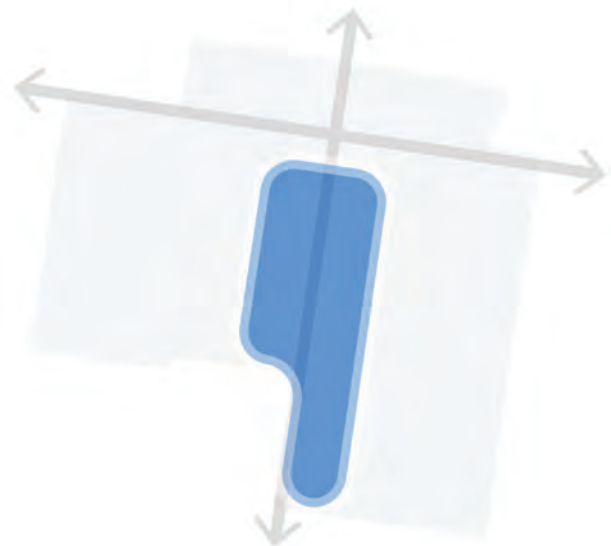


Figure 54: Active Burwood Road visualisation. Source: Scharp

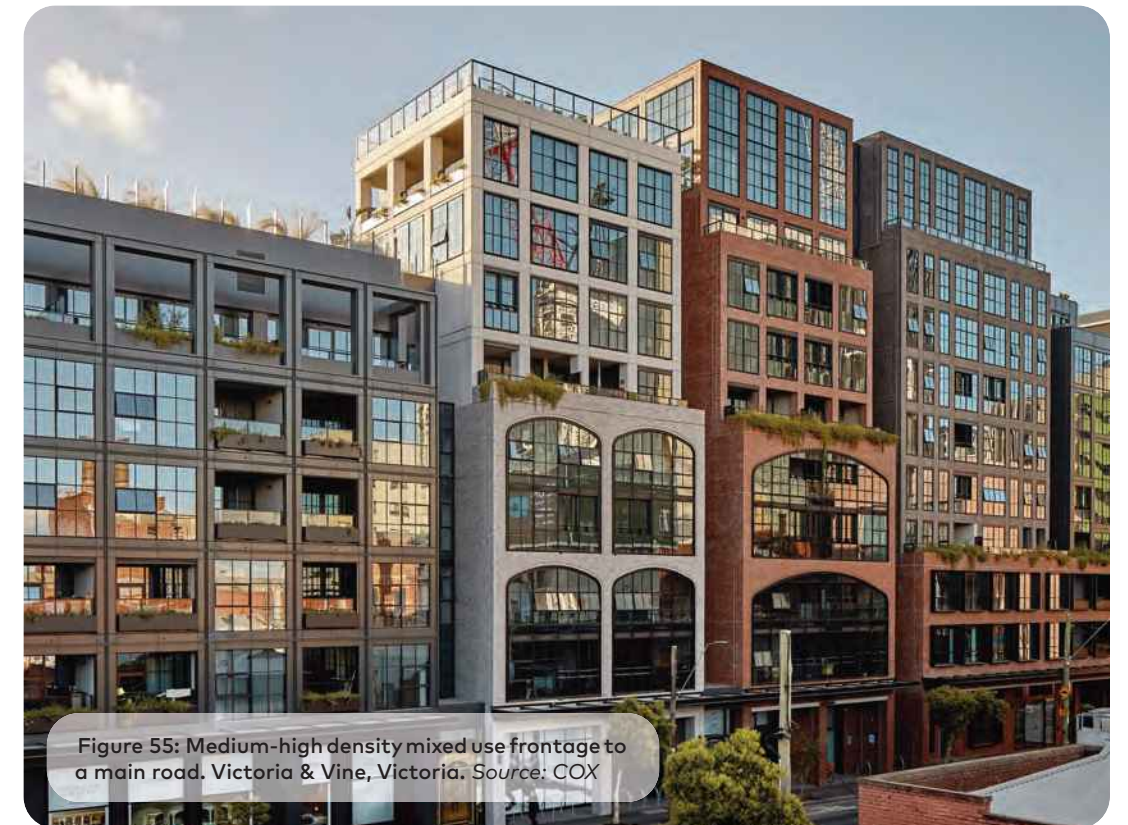


Figure 55: Medium-high density mixed use frontage to a main road, Victoria & Vine, Victoria. Source: COX



Figure 56: Llanckelly Place, Potts Point. Source: Destination NSW

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Park Edge Living

The Park Edge Living character area is a medium-high density residential neighbourhood within a highly landscaped setting.

This area is anchored by a linear green and blue corridor, designed incorporating the principles of water sensitive urban design, and will provide opportunities for passive recreation.

The built form in the Park Edge Living character area encourages higher densities adjacent to the open space which will be designed to be a highly flexible space to allow for a range of activities and events to reflect the needs of a diverse population.

Development on the edge of the character area will sympathetically transition to the existing low density residential development on Shaftesbury Road.

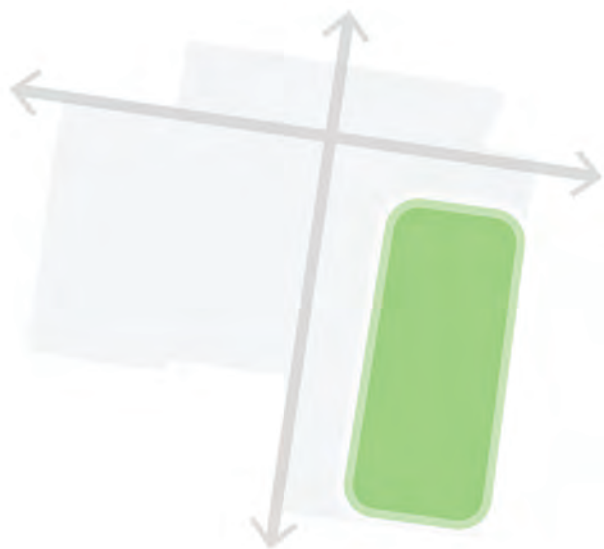


Figure 57: Linear open space with WSUD through medium density residential neighbourhood, Putney. Source: COX



Figure 58: Eden Street, Arncliffe. Source: Group GSA



Figure 59: Arkadia Apartments, Alexandria. Source: DKO + Breathe

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Living and Learning

The Living and Learning character area will provide for medium rise residential development, set within a leafy streetscape. Future development will consider the existing sensitive educational land uses to ensure that they avoid overlooking and overshadowing.

Park Road will be transformed to encourage the continuation of the shared street to encourage active transport. The laneway network will be expanded to enhance the permeability of the character area to encourage pedestrian movement within and through the Burwood North Precinct.

Neich Parade will form the backbone of the active transport network in the Burwood North Precinct, promoting bicycle movement from Parramatta Road through to the Burwood Town Centre.

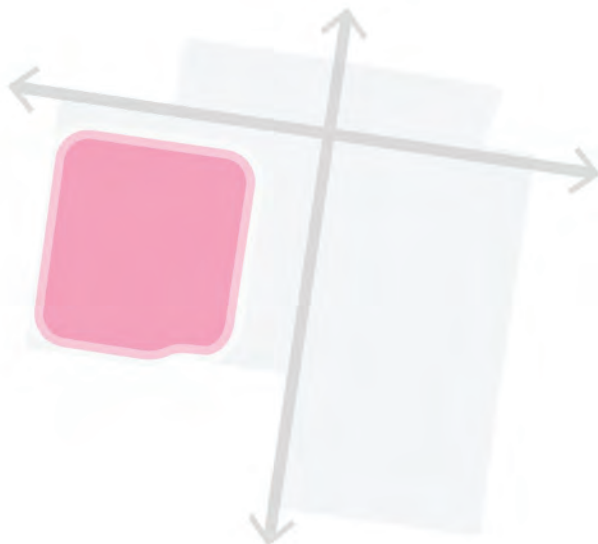


Figure 60: Hills Showground Precinct East: Source: COX



Figure 61: Juanita Nielsen Community Centre. Source: City of Sydney



Figure 62: Parramatta Engineering Innovation Hub. Source: Charter Hall

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Proposed Heritage

The Burwood North Precinct Masterplan – Heritage Significance Assessment, July 2023 by Hector Abrahams Architects focused on the assessment of four places. Based on this research and analysis, an assessment was conducted for each place against the NSW Heritage Criteria. The assessment determined that:

- 9-11 Archer Street, Burwood - currently listed as a heritage item in Burwood LEP 2012. They are a fine example of a pair of single-storey terraces, relatively unusual in Sydney, in the Italianate style. The intactness of the façade, plan form, and the interior details of number 11 contributes to the significance. Retain as heritage items.
- 90-98 Burwood Road, Burwood includes a fine example of a Free Classical parapet but much of the remainder of the terrace group, including much of the rest of the façade, has been greatly compromised. The facade is a good example and if the listing is to be retained it should be amended to ensure that it covers the parapet specifically. Amend listing to include facade and parapet.
- 12-14 Burwood Road, Burwood are examples of Victorian Italianate terraces. 14 Burwood Road has been dramatically altered, retaining only some façade detail. The alterations to 12 Burwood Road are less substantial, and it still retains its plan form and most of its façade, though it has lost interior details. De-listing of these buildings would be appropriate.
- 7 Neich Parade, Burwood is an example of a Queen Anne cottage. There are many examples of this type and style listed in the Burwood LEP, most of which are clearly more architecturally distinctive and refined. De-listing of these buildings would be appropriate.

Refer to *The Burwood North Precinct Masterplan – Heritage Significance Assessment, July 2023* by Hector Abrahams Architects for further detail.

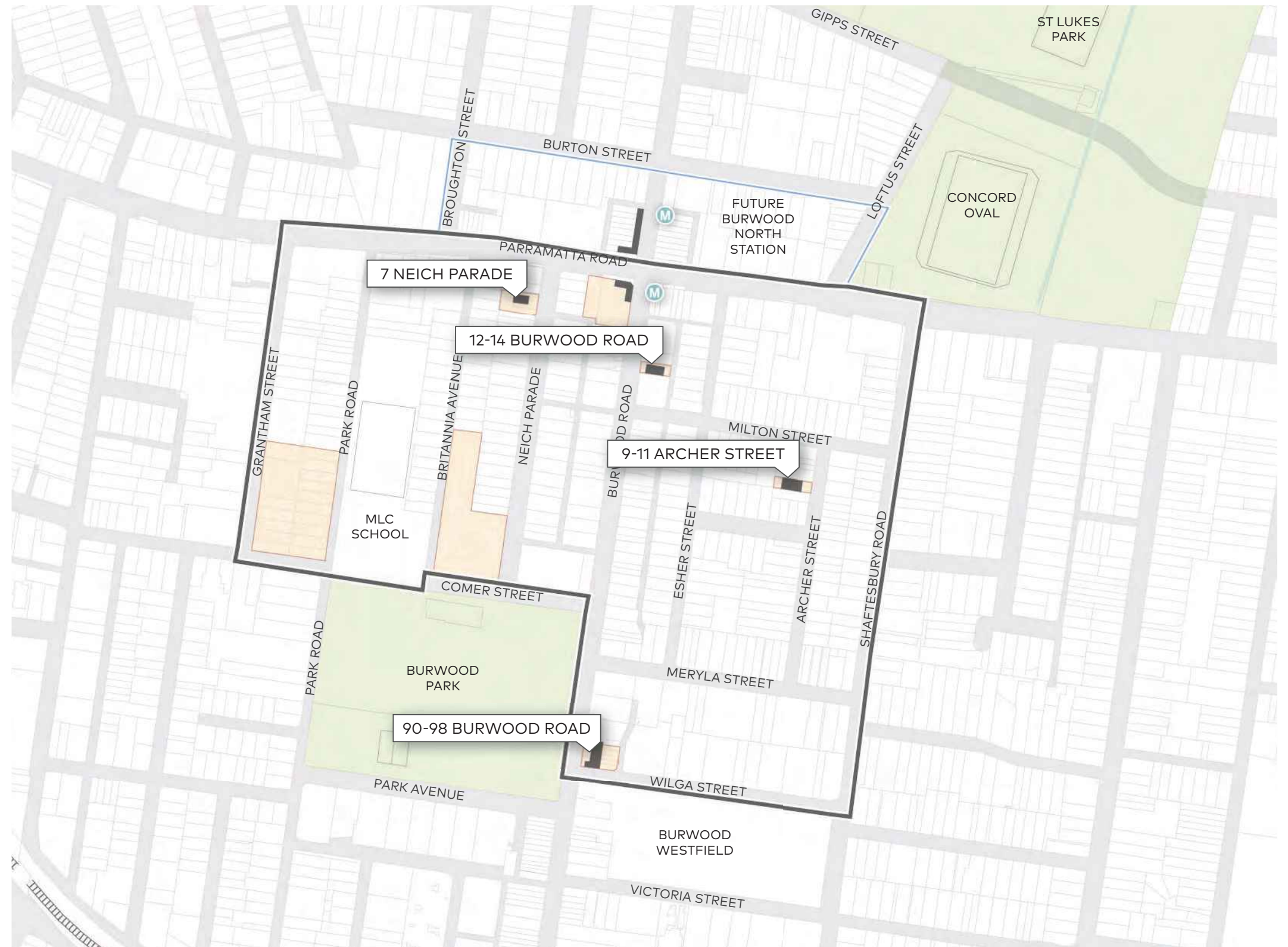


Figure 63: Heritage Diagram. Source: COX

- Precinct Boundary
- Heritage Items
- Canada Bay LGA (does not form part of this Masterplan)

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Illustrative Masterplan

The Burwood North Precinct Masterplan envisions a highly connected Precinct with pedestrian-oriented streets interwoven with high-quality public spaces, building upon the vibrant Burwood Town Centre.

Key features of the proposed Masterplan include:

- An enhanced public space and active transport network with a new green/blue corridor linking Burwood Park to Parramatta Road
- Greater housing choice and affordability
- Increased densities and greater job opportunities
- Rejuvenation of Burwood Road as an extended high street retail and dining Precinct
- Activation of Parramatta Road to allow for additional employment opportunities
- Legible and efficient connections to the future Burwood North metro station
- Retention of the human scale and solar access on Burwood Road
- Improved pedestrian permeability to the schools to the west of the Precinct

Figure 64: Illustrative Masterplan. Source: OCULUS





Figure 65: View north on Burwood Road Source: Scharp

Uses and Activity

The land use mix in the Burwood North Precinct promotes a vibrant residential and mixed-use Precinct with an active core, extending retail, professional services, and food and beverage uses from the Burwood Town Centre along Burwood Road to Parramatta Road.

The Burwood North metro station offers an opportunity to create a new commercial precinct connected directly to a high-frequency rail line. Commercial uses extend east-west along Parramatta Road from the metro station, reflecting the proposal by Canada Bay Council for mixed-use development on the Parramatta Road frontage.

Mixed-use developments will also extend southwards along Burwood Road to Westfield Burwood. The majority of the precinct is characterised by residential uses, with ground floor activation permitted beyond Burwood Road, providing for local cafés or shops to be located adjacent to new public space. Open spaces enhance the amenity of the Precinct and provide opportunities for outdoor recreation.

MLC and Southern Cross College provide an educational focus to the west of the Precinct, which will continue to be adjoined by sympathetically designed residential development so as to minimise overlooking and overshadowing.

Refer to the Planning Controls section of the report for the proposed Land Use Zone (LZN) diagram.

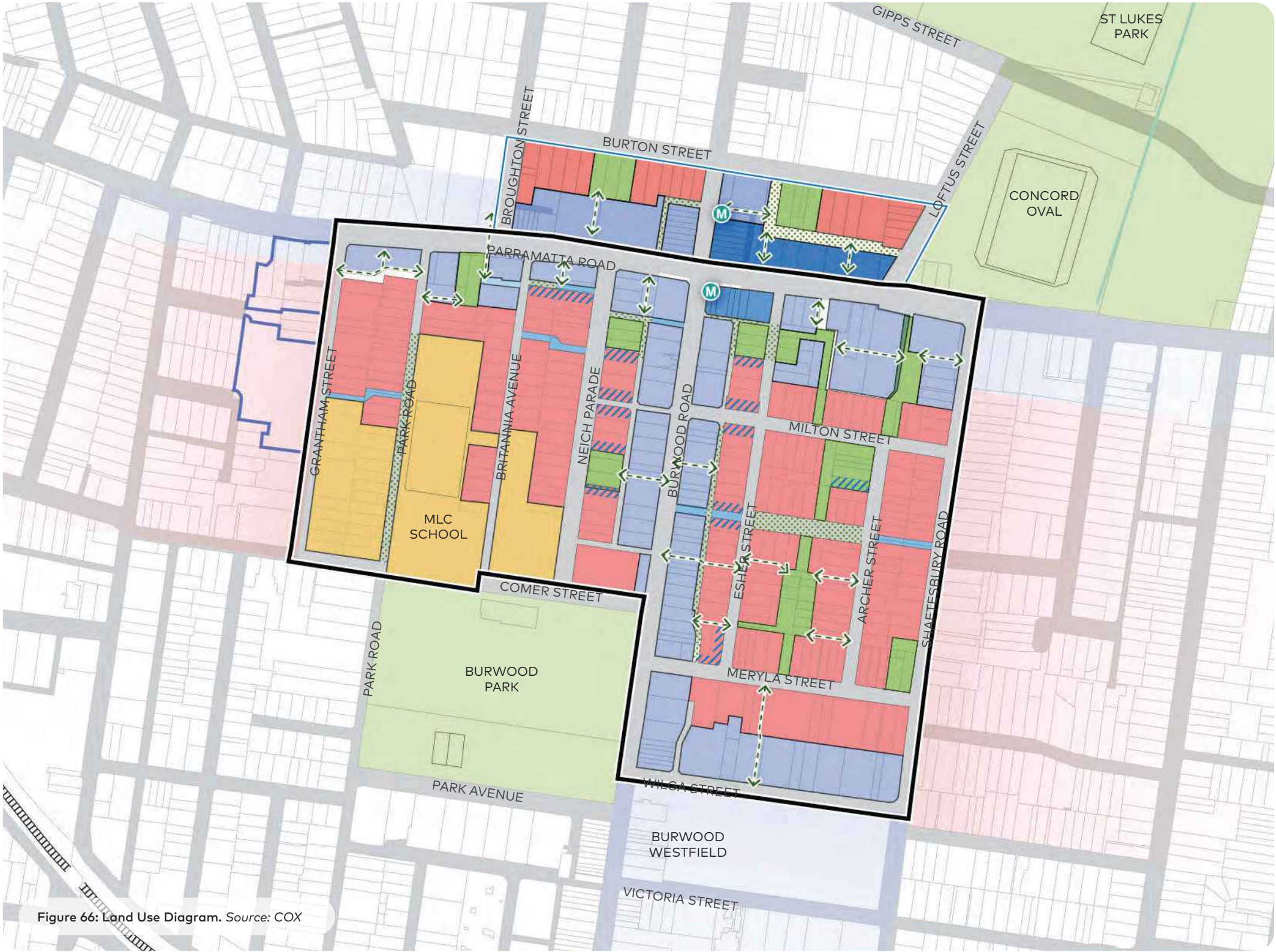


Figure 66: Land Use Diagram. Source: COX

- Precinct Boundary

Future Metro Entry

Proposed Open Space

Ground Floor Retail

Shared Street

Mixed Use

Residential

Proposed Pedestrian Through-Site Link

Hospital

Commercial

Schools

Shared Lane
- Canada Bay LGA (does not form part of this Masterplan)

0 50 100 200m

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Defining Density

Density is a control of population -resident, worker, student and visitor population.

It is an important control in the planning and design of precincts because it governs the density of residents, workers, students and visitors that would likely be in one location at one time and allows Council and Government to plan for infrastructure and services to support those populations.

In planning and designing our cities, there is generally a correlation between the level of:

- Accessibility (transport, capacity, mode frequency, reliability, traffic, active transport, mode share)
- Amenity (proximity to open spaces, water, recreation facilities, destinations such as mixed use centres, green, cool attractive areas)

Why does the Masterplan propose greater densities than PRCUTS?

- Best practice – density is focused within walking distance to public transport (Metro, existing heavy rail, bus) and key infrastructure (open spaces, schools and Burwood Town Centre)
- Protect low density areas - allows Council to meet housing growth targets while maintaining existing built form controls in low density areas.
- Reinforces Burwood as a Strategic Centre and strengthens future role
- Delivery of community infrastructure - Higher densities result in feasible development outcomes which can assist in the delivery of community infrastructure through contributions to Council or by works-in-kind
- Creation of place – appropriate densities and heights allow for more active and attractive streets.



Figure 67: Aerial Artists Impression looking north. Source: Scharp

Density

The proposed densities within the Burwood North Precinct are in response to the significant opportunity associated with delivery of the Burwood North metro station, which acts as the catalyst for urban renewal to deliver high liveability and opportunities for the creation of new places for people.

The highest densities are located close to the Burwood North metro station, set back behind Parramatta Road and Burwood Road, to minimise the impacts of overshadowing on the public domain and preserving the human scale along the high activity environment of Burwood Road. Higher densities are also proposed adjoining new open spaces, so that these spaces are dynamic, active, and highly accessible.

Parramatta Road retains a lower scale character, with an increased landscaped setback to create a boulevard character and align with the proposed controls north of Parramatta Road within the Canada Bay Local Government Area.

Opportunities have been provided for higher density, taller building forms at the junction of Parramatta Road and Burwood Road to mark the gateway to the precinct and to maximise the density on sites with excellent access to the metro.

In the eastern part of the Precinct, between Parramatta Road and Meryla Street, high-density development continues to form a relationship with the open space network stepping down to medium rise development to transition to the low density development on Shaftesbury Road.

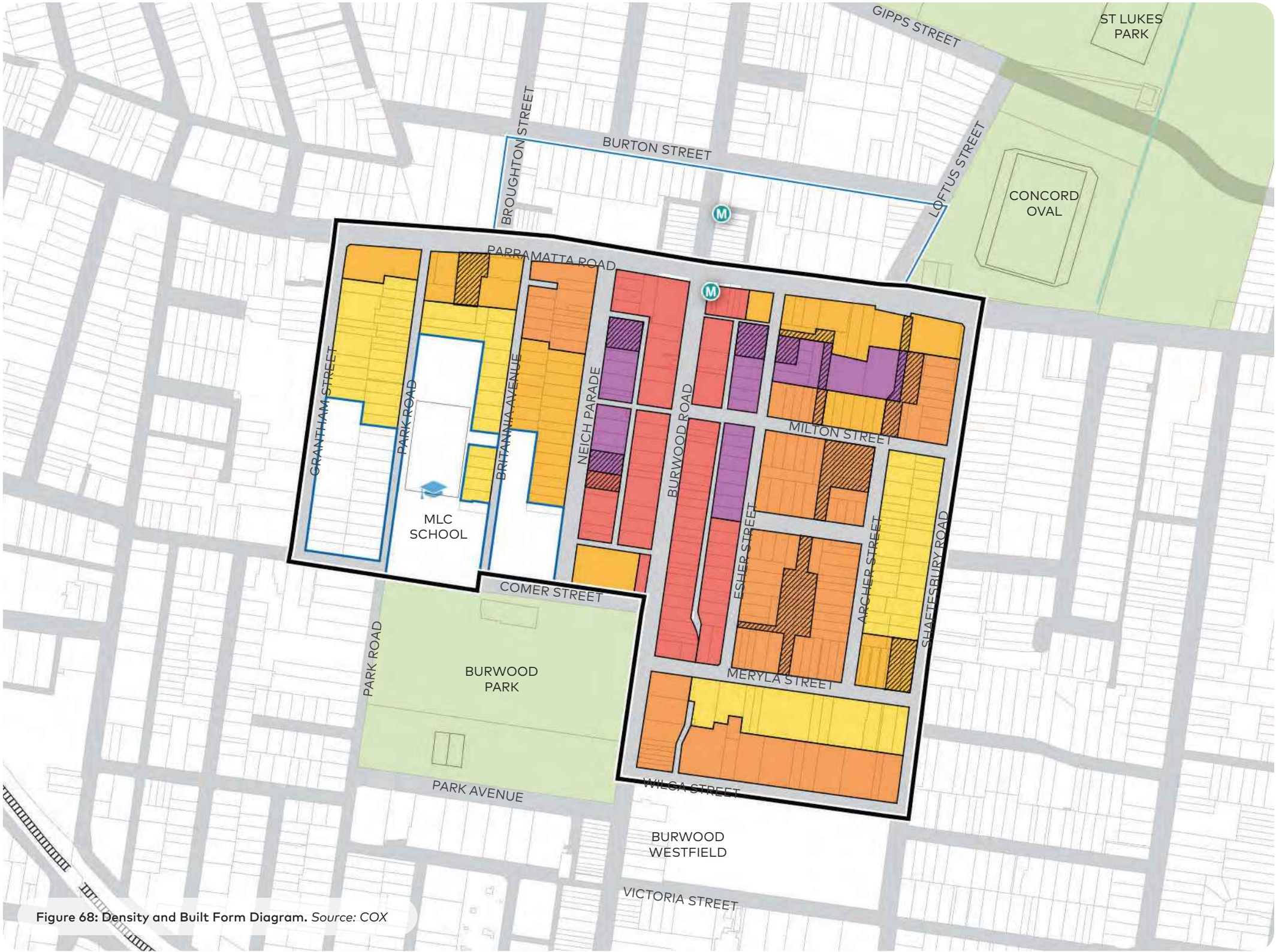


Figure 68: Density and Built Form Diagram. Source: COX

- Precinct Boundary
- Future Metro Entry
- Proposed Open Space
- School
- FSR 2:1
- FSR 2.5:1
- FSR 3:1
- FSR 4:1
- FSR 6:1
- Canada Bay LGA (does not form part of this Masterplan)

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Building Height

Building heights also consider the proposed uses within each development - residential towers are intended to be more slender than commercial/ retail developments in a podium - and therefore require taller building heights to achieve the same density.

The tallest buildings are proposed to be located behind Burwood Road, fronting Neich Parade and Esher Street, to minimise overshadowing on Burwood Road.

Tall building forms are also proposed within the Transit and Business character area, responding to the highly accessible location but enabling a lower scale frontage to Parramatta Road.

On Burwood Road, a series of podiums are proposed to create a street wall of two to four storeys, ensuring the street environment is constructed at the human scale. Towers of up to 10 storeys in height are set back from the street above the podium.

The linear open space network from Meryla Street is defined by towers of up to 25 storeys, which descend to approximately 6 storeys along Shaftesbury Road, transitioning the height down to the adjoining low density neighbourhoods that surround the Precinct.

In the west of the Precinct, the sensitive school and hospital uses, are retained. Buildings adjacent to the MLC School and Burwood Hospital rise to a maximum of 6 storeys to mitigate the impact of overshadowing and view-lines to school property.



Figure 69: Building Heights Diagram. Source: COX

- Precinct Boundary
- Future Metro Entry
- Canada Bay LGA (does not form part of this Masterplan)
- Proposed Open Space
- Building Height (storeys)
- 10.5m
- 15m
- 18-20.5m
- 28-30m
- 35-37.5m
- 41-42m
- 47-50m
- 52-56m
- 65m
- 78-82m
- 98m

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Solar Access

It is important to ensure solar access to public open spaces achieves a high level of amenity year round for those visiting, working and living in the Precinct. The built form proposed within the masterplan is responsive to the solar access needs of the key open spaces in the Precinct.

Key open spaces should receive a minimum of 2 hours of sunlight between 9am and 3pm at the winter solstice (21 June) over a minimum proportion of the open space area.

Maintaining good solar access to the eastern side of Burwood Road will contribute to the successful activation and amenity of the streetscape for pedestrians year round.

Detailed design controls for solar access will be captured in the proposed DCP amendments, post-exhibition of the draft masterplan.



Figure 70: Solar Access Diagram . Source: COX

- Precinct Boundary ● Proposed Solar Access Controls ☐ Solar Access M Future Metro Entry ☐ Canada Bay LGA (does not form part of this Masterplan)

0 50 100 200m

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Open Space Structure

A network of new open spaces, laneways and plazas throughout the Precinct will offer a diversity of high quality public places for recreation, gathering and for active transport permeability.

Feasible delivery of high quality public space is the priority for open space provision within the Precinct. Responding to the fragmented nature of land ownership, open spaces have been positioned to maximise their deliverability through private development.

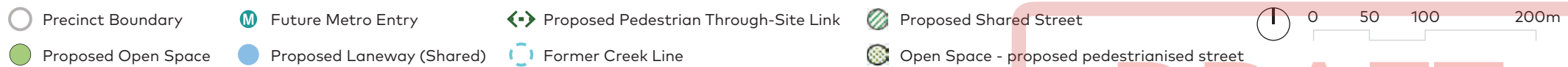
Large development sites that are known to have been amalgamated have been prioritised for the delivery of new pocket parks and open spaces.

A linear blue-green spine forms the heart of the open space within the Precinct, linking with and complementing the existing open spaces of Burwood Park and St Lukes Park, and responding to the natural features of the site including the former creekline that has been undergrounded through the Precinct.

The transformation of New Street into a proposed pedestrianised street supports both the linear blue-green spine and a new east-west pedestrian connection. Future development will further transform this space as services access shifts to adjacent streets.

Pocket parks and plazas provide accessible public spaces to residents workers and visitors, and are connected by a series of laneways and pedestrian through-links as important features of the public domain.

Refer *Burwood North Precinct Masterplan: Landscape and Public Domain Strategy Report* by Oculus for further detail.



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Figure 72: View south within Milton Street park Source: Scharp

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Burwood

Primary Setbacks

Primary setbacks are the setbacks at ground level, and adjoining podium levels above.

A 0m setback requirement for the ground floor on Burwood Road will retain the street wall pattern with a podium fronting the street of 2-4 storeys. Taller building forms will be set back above the podium. The perpendicular laneways will also have a 0m setback for the ground floor and podium to define the edges and activate these laneways and through site links.

Within laneways, developments will build to the boundary along the rear edge of the blocks fronting Burwood Road to maximise feasibility of these narrow blocks. A setback of 2 metres to the ground floor on the opposite sides of the laneway will enable the opportunity for vehicle turning movements into driveways, and enable adequate building separation to comply with SEPP 65 Apartment Design Guide (ADG) requirements.

On Parramatta Road, a 6 metre green setback to the ground floor reinforces the principles of PRCUTS, and will soften the pedestrian environment along this corridor and establish a boulevard character.

Greater ground floor building setbacks are proposed throughout the residential streets to provide adequate space for deep soil landscaping within development lots and allow for Water Sensitive Urban Design (WSUD) treatments along the streetscapes.

Detailed design controls for setbacks will be captured in the proposed DCP amendments, post-exhibition of the draft masterplan.

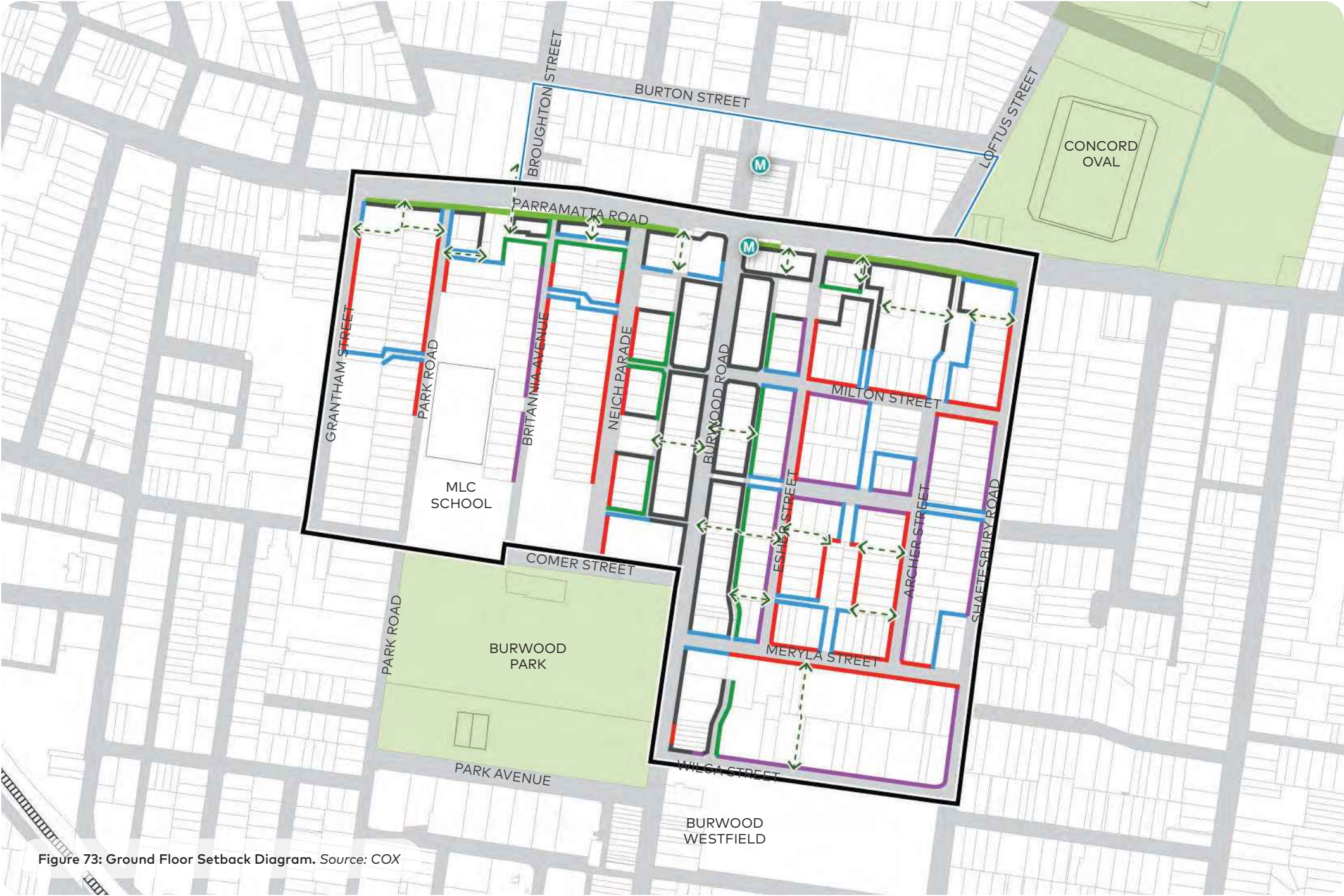


Figure 73: Ground Floor Setback Diagram. Source: COX

- Precinct Boundary
- Future Metro Entry
- 2m setback
- 4m setback
- 6m Parramatta Road green setback
- Proposed Open Space
- 0m setback
- 3m setback
- 6m setback
- Proposed Pedestrian Through-Site Link

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Secondary Setbacks

Secondary setbacks are those for the storeys above the ground level or podium. They are measured from the face of the ground level or podium so are in addition to any primary setback.

The intention of secondary setbacks is to protect the human scale of key pedestrian routes such as Burwood Road, and to achieve appropriate building separation to comply with ADG requirements.

The proposed secondary setbacks of 6m and 8m on the eastern and western sides of Burwood Road respectively, are intended to ensure ADG compliant separation for built form in the adjoining blocks fronting Neich Parade and Esher Street. The blocks on the western side of Burwood Road are deeper than the blocks on the eastern side, so are able to accommodate a deeper secondary setback while achieving a similar tower floor-plate size.

The secondary setback of 3m proposed along Parramatta Road enables building articulation and a pedestrian scale to the streetscape, while enabling feasible tower forms to be developed above.

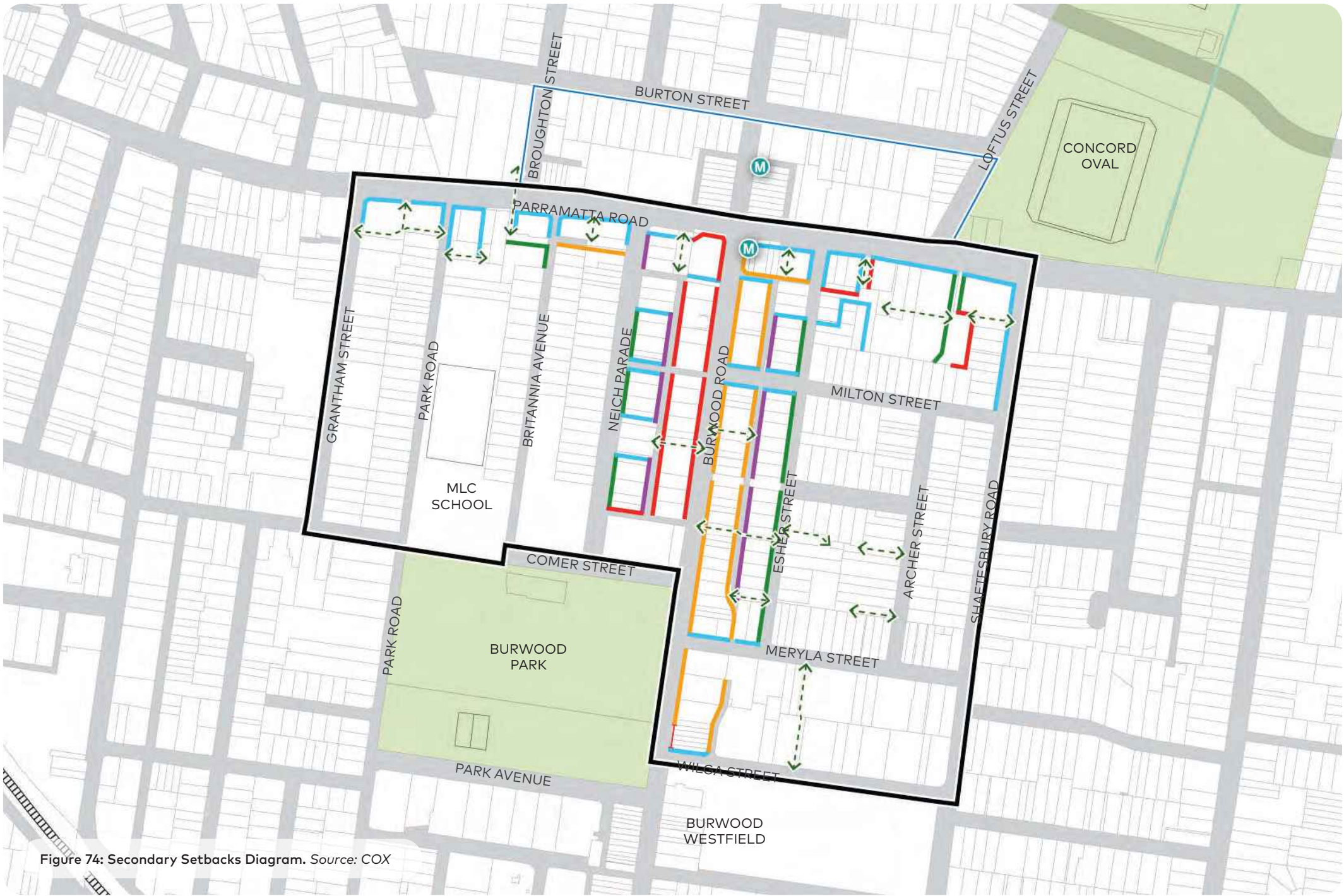


Figure 74: Secondary Setbacks Diagram. Source: COX

Precinct Boundary

Proposed Open Space

Canada Bay LGA (does not form part of this Masterplan)

Future Metro Entry

2m setback

3m secondary setback

4m secondary setback

6m secondary setback

8m secondary setback

8m setback from heritage facade

Proposed Pedestrian Through-Site Link

0

50

100

200m

DRAFT

Active Edges

Active street frontages help to enliven the public domain and street environments, contributing to a vibrant and safe Precinct with food and beverage outlets, retail shopfronts and small scale commercial frontages with direct visibility onto the street.

Active edges will be concentrated on or near the Burwood Road corridor, drawing pedestrian activity north from the Burwood town centre and Westfield, into the Burwood North Precinct and around the metro station hub. Along Burwood Road, ground floor frontages must be activated.

Alongside a green setback, pedestrian amenity will be significantly improved on Parramatta Road as the interface is activated by ground-floor business and retail. Extending activity in perpendicular streets and laneways creates an environment that is less exposed and more appropriate for outdoor dining.

Pocket parks and plazas set back from Burwood Road provide opportunities for food and beverage outlets to adjoin open space, allowing for activity to spill into the open space and provide activation, expanding the usability of the open space.

There are opportunities for small scale food and beverage outlets within the ground floor of residential buildings to activate adjoining open spaces within the residential areas of the Precinct. These opportunities help to activate open spaces, provide passive surveillance and increase the amenity and convenience within the residential neighbourhoods.



- Precinct Boundary
- Future Metro Entry
- Active Ground Floor Use in Residential Zones
- Proposed Open Space
- Active Edge
- Canada Bay LGA (does not form part of this Masterplan)

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Active Transport

The proposed active transport network will increase opportunities for east-west connections. New routes will utilise the proposed open space network, allowing cyclists to more safely connect to the wider active transport network.

The unidirectional cycle paths on Neich Parade are currently exposed to driveway entries and kerbside parking so are proposed to be replaced by a bidirectional cycle path on the eastern side of the street to minimise vehicle conflicts. Using proposed laneways and open spaces, this route then crosses Burwood Road and connects along the proposed New Street open space to an existing route leading to Luke Avenue and Parramatta Road.

A route is also proposed to connect Rowley Street and Comer Street, facilitating an additional east-west connection across the Precinct. The transformation of Park Road to a low-speed, one-way shared street provides further connectivity.

Pedestrian amenity is aided by a series of pedestrian only through-site links, connecting local streets to open spaces and major commercial strips. These connections align with existing lane-ways and break down large blocks to provide good pedestrian permeability. They are activated by adjoining open spaces and active ground floor frontages.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail



Figure 76: Active Transport Diagram. Source: COX

- Precinct Boundary

Proposed Open Space

Existing Zebra Crossing

Future Metro Entry

Existing Signalised Crossing

Proposed Zebra Crossing

Existing Signalised Crossing

Shared Street

Existing Dedicated Cycleway

Existing Cycle Route in Traffic

Proposed Cycleway

Metro Station Underground Walkways

Laneway

Pedestrian Through-Site Link

High Pedestrian Activity Area
- Canada Bay LGA (does not form part of this Masterplan)

0 50 100 200m

DRAFT

Burwood North Precinct Masterplan: Masterplan Report

Burwood

55



Figure 77: View south on Neich Parade Source: Scharp

Public Transport

The opening of Sydney Metro West in 2030 with a station in the Burwood North Precinct will provide a high frequency, high capacity rail link that connects to Parramatta and the Sydney CBD in 10 minutes each way, transforming public transport accessibility for the Precinct.

The existing train station at Burwood to the south of the Precinct will continue to support public transport trips for the Precinct, as will the existing bus networks that connect the Precinct along Burwood Road and Victoria Street.

Burwood Road is key to north-south connectivity across both Parramatta Road and the railway line. Traffic-calming interventions will reduce the movement of cars and improve the flow of bus traffic, better connecting residents to suburban centres.

Currently, no regular bus routes travel west along Parramatta Road from its intersection with Burwood Road. Potential exists for a bus corridor to supplement the metro and railway line with intermediate service. Additionally, PRCUTS identifies an opportunity for a large bus interchange on Parramatta Road, which will interface with the metro station.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail



Figure 78: Transport Diagram. Source: COX

- Precinct Boundary

Proposed Open Space

PRCUTS Interchange
- Bus Routes

Potential Future Bus Corridor

Metro Station Underground Walkways
- Bus Stops

Railway Line

Metro Line
- Railway Station

Metro Station

Metro Station Entrance

Canada Bay LGA (does not form part of this Masterplan)

0 50 100 200m

DRAFT

Burwood North Precinct Masterplan: Masterplan Report 57



Figure 79: View east on Esher Lane, Sydney Metro station entry off camera to the left Source: Scharp

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Street Typology

Using the NSW Government’s Movement and Place Framework, the roads and streets of the Burwood North Precinct can be categorised as Main Roads, Main Streets, Local Streets and Civic Spaces.

As a Main Street, Burwood Road balances its roles as a key transport corridor and pedestrian attractor. Parramatta Road is currently a Main Road and vehicle artery, however, future development could introduce more pedestrian-oriented uses and encourage a shift toward the ‘main street’ typology.

Much of the rest of the Burwood North Precinct can be categorised as Local Streets, which include the connectors of Wentworth and Shaftesbury Roads, and the neighbourhood streets of Esher and Archer Streets.

The Civic Spaces typology will be bolstered by the transformation of Park Road and New Street into shared spaces.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail.



Figure 80: Proposed Street Typology Diagram Source: COX

- Precinct Boundary
- Future Metro Entry
- Roundabout
- Main Street
- Civic Space
- Open Space - proposed pedestrianised street
- Open Space
- Signalised Crossing
- Main Road
- Local Street
- Pedestrian Link
- Canada Bay LGA (does not form part of this Masterplan)

Street Hierarchy and Movement

Parramatta Road is a major east-west arterial that will continue to draw traffic from the Burwood North Precinct. Parramatta Road is serviced by the connecting Wentworth and Shaftesbury Roads, which are limited to 50km/h.

The high-activity Burwood Road remains a key connector for bus traffic. Car movements will be reduced by implementing traffic calming measures in a staged approach. High pedestrian activity designates Burwood Road a High Pedestrian Activity Area with a speed limit of 30km/h.

Neighbourhood streets provide for internal movement and draw traffic to connector streets, with a speed limit of 30km/h. Milton Street is an important east-west link, providing greater connectivity to dwellings in the west of the Precinct.

Intersecting the MLC School is Park Road, a narrow street that currently carries two-way traffic. Transitioning to a one-way street, much of the road north of its intersection with Rowley Street will become a shared zone with a speed limit of 10km/h, with pavement and traffic calming landscape treatments clearly marking this transition. This change will improve safety and amenity for school children as well as the wider community.

Locating building access on adjacent streets frees New Street to be converted to a pedestrianised street, forming a key east-west pedestrian route.

Speed limits of 10km/h on all laneways and 30km/h on all local streets promotes pedestrian priority and permeability throughout the Precinct. The implementation of new speed limits, shared streets and road closures is subject to further assessment and TfNSW approval.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail.

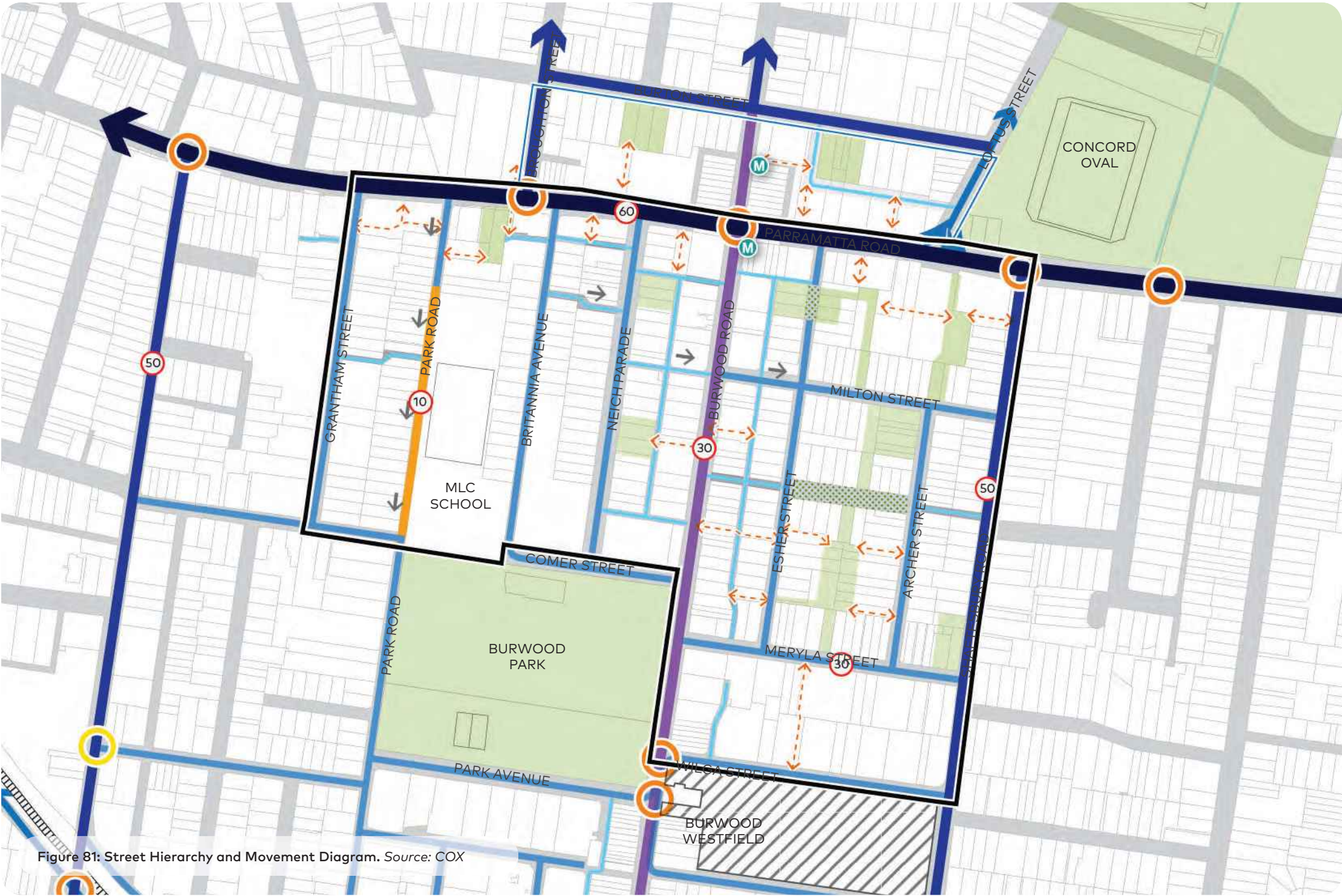


Figure 81: Street Hierarchy and Movement Diagram. Source: COX



Yield Estimate

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Methodology

The Precinct's potential development capacity has been quantified to understand its potential future land uses, total dwellings, population and jobs. Land use capacities have been calculated assuming only unconstrained sites are uplifted.

The methodology and outcomes are summarised in subsequent pages.

Constrained Sites

Sites identified with one (or more) of the following characteristics are assumed to be constrained and therefore may not present as redevelopment opportunities within the assumed timeframe of the masterplan:

- Strata titled lots containing >10 units - either commercial or residential
- Recent development
- Heritage items*
- Schools
- Open space (existing and proposed)

*Some heritage sites are included as opportunity sites because of their ability to be adaptively reused, or according to their assessed heritage value.

Sites where there are known development proposals within the Precinct but that do not have an approved DA are assumed to be unconstrained and are therefore an opportunity site for development uplift under the Masterplan. All other sites are assumed to be opportunity sites.

Proposed open spaces anticipated to be delivered as part of a private development are assumed to adopt that block's FSR. Development sites that are also delivering open space can utilise the full FSR allocated to that site and redistribute that density to the developable parts of the site. These open space areas are therefore retained within the capacity assessment as having some development potential. In addition to this, the following information has also been identified for each parcel:

- Total site area of constrained sites to be excluded
- Heritage items
- Existing FSR
- PRCUTS proposed FSR

Proposed Controls

A proposed FSR has been identified for each block, responding to the overall vision for the Burwood North Precinct and the levels of accessibility and amenity within and adjoining the blocks now and in the future. The FSR controls recognise the importance of compatibility with existing character and consider the impact of future built form, constrained land uses, relationship to open space, and proximity to transport. It is assumed that the proposed FSR should not be less than the existing FSR under Burwood LEP, and in the majority of cases not less than the FSR identified under PRCUTS for that block.

For each block a proportional split for mixed-uses into non-residential uses and residential uses has been assumed.

Assumptions

The following assumptions have been used in the development of the masterplan.

GFA to dwelling and Job assumptions		
Average apartment size	90m² GFA	
People per dwelling	2.5	
m² per job	35	
Built Form		
Max. Floor-plate over 8 storeys	750m² (floor-plate GBA)	
Min. Amalgamated lot size	1,500m²	
Max. Building length	60m	
Max. Wall length without articulation	45m	
Min. Floor to floor heights	Residential	3.1m
	Residential ground floor	4m
	Commercial/retail	4m
	Commercial/retail ground floor	4.5m

Table 2: Burwood North Capacity Assessment





Employment Capacity	
Employment GFA Capacity	47,412m ² GFA
Potential Additional Jobs	1,355
Average GFA m ² per job	35

Residential Capacity	
Retained Dwellings	823
Residential GFA Capacity	482,947m ²
Potential Additional Dwellings	5,366
Potential Total Dwellings	6,189
Potential Total Population (@ 2.5ppd)	15,473

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Figure 82: View south on Shaftesbury Road, Milton Street to the right Source: Scharp



Draft Implementation Strategy

The proposals contained within this Masterplan are recommendations for achieving the desired high quality renewal outcomes within the Burwood North Precinct. The Masterplan does not enact the proposed changes – this will be done via a Planning Proposal, which will be prepared following the public exhibition of the Masterplan.

The draft Implementation Strategy provides an indication of the proposed changes to the:

- Land use zones
- Floor Space Ratios
- Height of Buildings

It also identifies key sites within the precinct and proposed site amalgamation requirements.

It should be noted that these may be subject to changes, following the conclusion of the public exhibition of the Masterplan

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Proposed Site Amalgamation

Efficient and successful delivery of the Masterplan will require amalgamation of fragmented lots throughout the Precinct.

Encouraging the amalgamation of properties to achieve a minimum lot size of 1500m² would enable the delivery of the densities proposed in the Masterplan. A potential pattern of amalgamation has been shown in Figure 83, which aims to create efficient development parcels with a minimum contiguous site area of 1500m², in an ordered way that avoids the creation of isolated sites that cannot be redeveloped to their full potential. A minimum lot size of 1500m² also enables developments to achieve ADG requirements and provide adequate amenity for future residents.

The amalgamation of properties into larger development sites (greater than 1500m²) is required to achieve the efficient delivery of developer led open space, which could be offset by an allowance for additional height or development yield.

Figure 83 indicates proposed open spaces that could be delivered by developers as part of a larger amalgamated development site.

Note: Proposed amalgamation patterns may change following public exhibition of the Masterplan

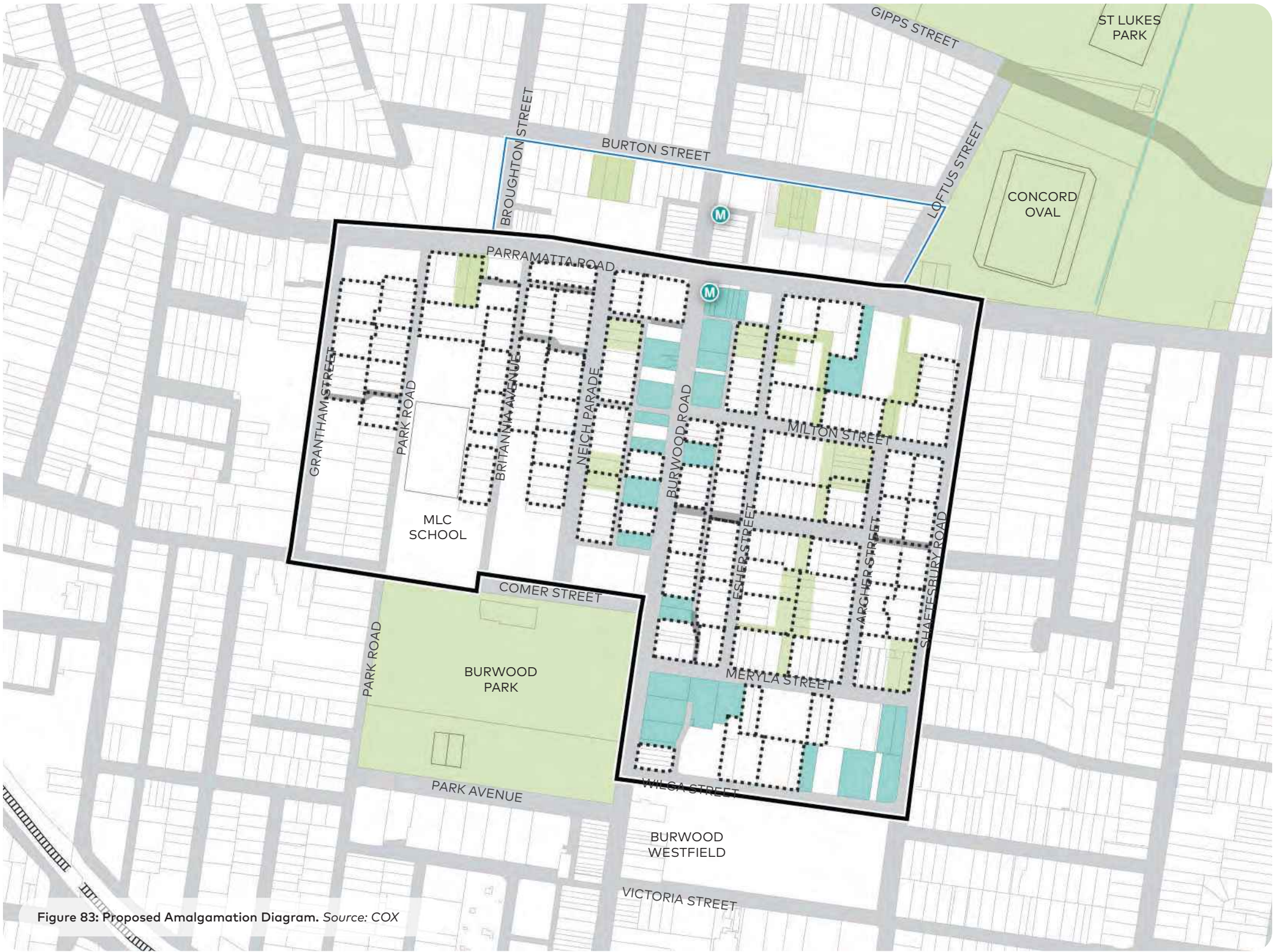


Figure 83: Proposed Amalgamation Diagram. Source: COX

- Precinct Boundary
- Potential Site Amalgamations
- Future Metro Entry
- Canada Bay LGA (does not form part of this Masterplan)
- Proposed Open Space
- Shared lanes
- Recent development

0 50 100 200m
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Proposed Key Sites

Key Sites are being proposed within the Burwood North Precinct Masterplan to ensure that the delivery of community infrastructure, open space and through site links.

The Key Sites diagram at Figure 84 identifies the following Key Sites:

- Parramatta Road, between Park Road and Britannia Avenue
- Neich Parade between Nicoll Lane and Emmanuel Lane
- Esher Street between Milton Street and Esher Lane
- Parramatta Road between Esher Street and Shaftesbury Road
- Block bounded by Milton, Archer, Meryla and Esher Streets.
- Meryla Street between Archer Street and Shaftesbury Road

Note: Proposed key sites configuration may change following public exhibition of the Masterplan



Figure 84: Key Sites Diagram. Source: COX

- Precinct Boundary
- Proposed Open Space
- Canada Bay LGA (does not form part of this Masterplan)

Land Use Zones

Existing Land Use Zones

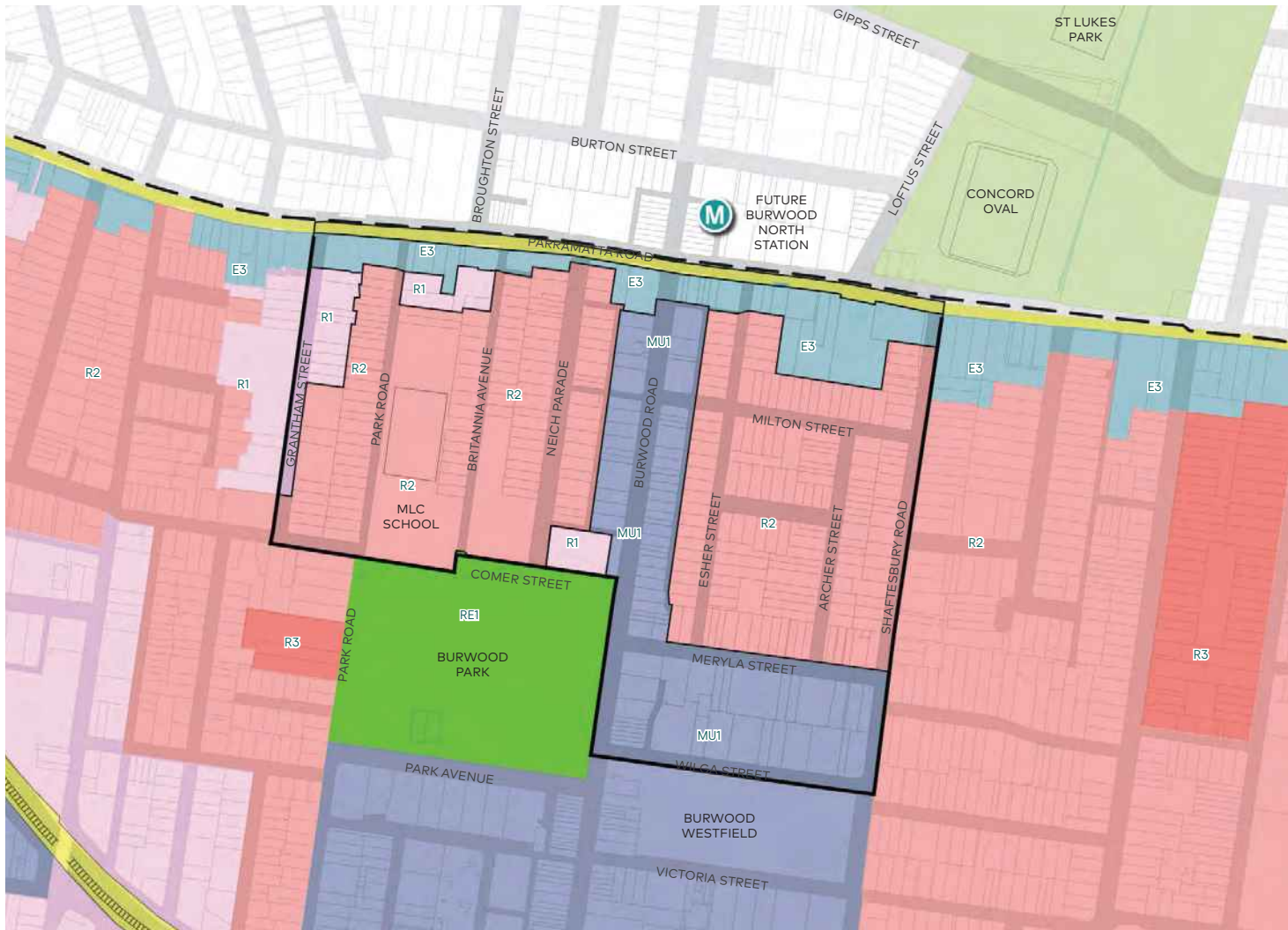


Figure 85: Existing Land Use Zoning Diagram Source: Burwood LEP

- Precinct Boundary
- SP2 Infrastructure
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- MU1 Mixed Use
- E3 Productivity Support
- RE1 Public Recreation



Proposed Land Use Zones

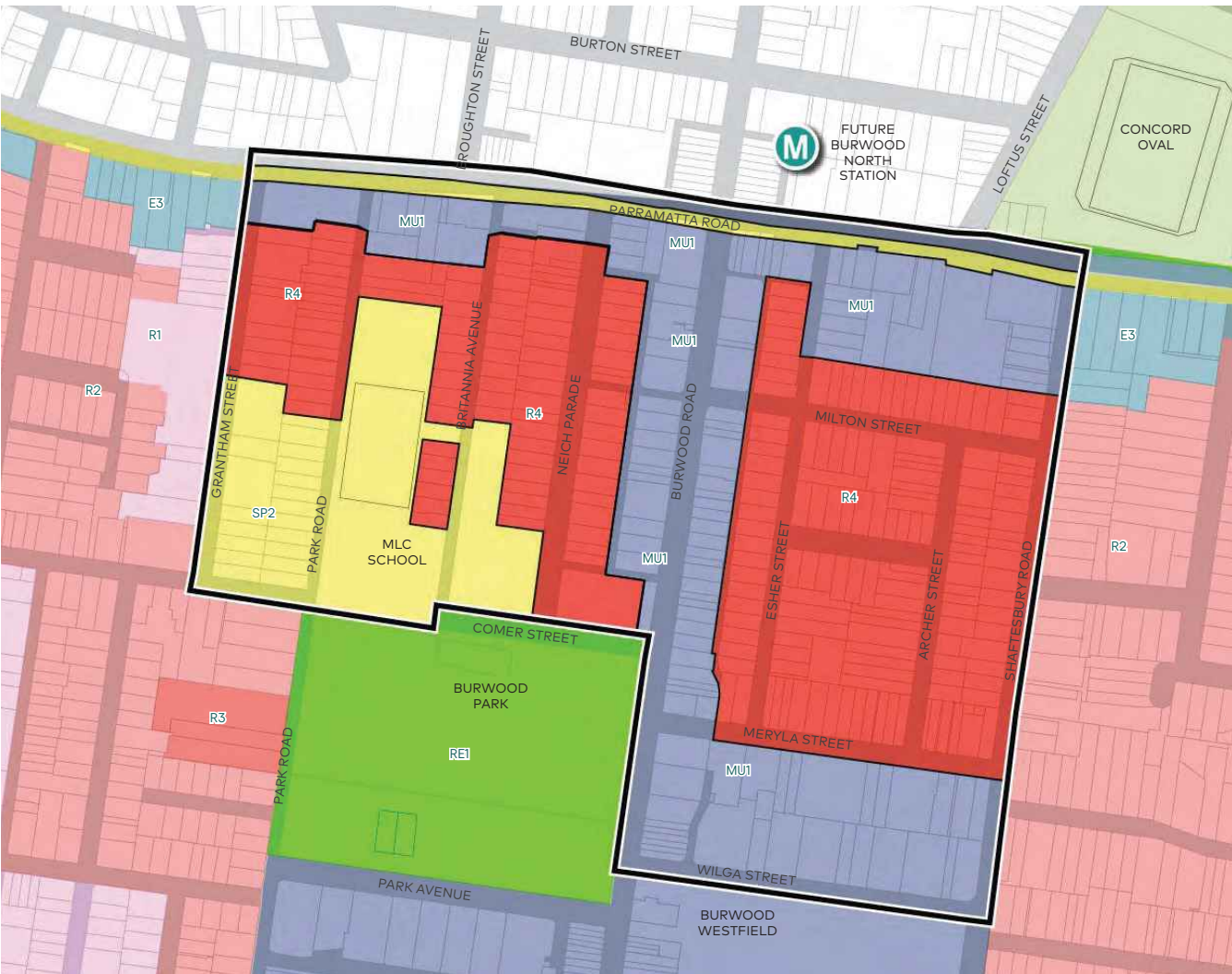
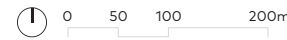


Figure 86: Proposed Land Use Zoning Diagram Source: COX

- Precinct Boundary
- SP2 Infrastructure
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- MU1 Mixed Use
- E3 Productivity
- RE1 Public Recreation



Burwood Road is proposed to be retained as MU1 Mixed Use zoning, consistent with PRCUTS and the Burwood Town Centre. The Parramatta Road frontage is proposed to be MU1 Mixed Use zoning, consistent with PRCUTS, but also extending south towards Milton Street to enhance activation of this area.

A large proportion of the Burwood North Precinct is proposed to be rezoned from R2 Low Density

Residential to R4 High Density Residential to reflect the vision for a more dense and active Burwood North Precinct, supported by enhanced transport accessibility.

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Floor Space Ratios (FSR)

Existing Floor Space Ratios

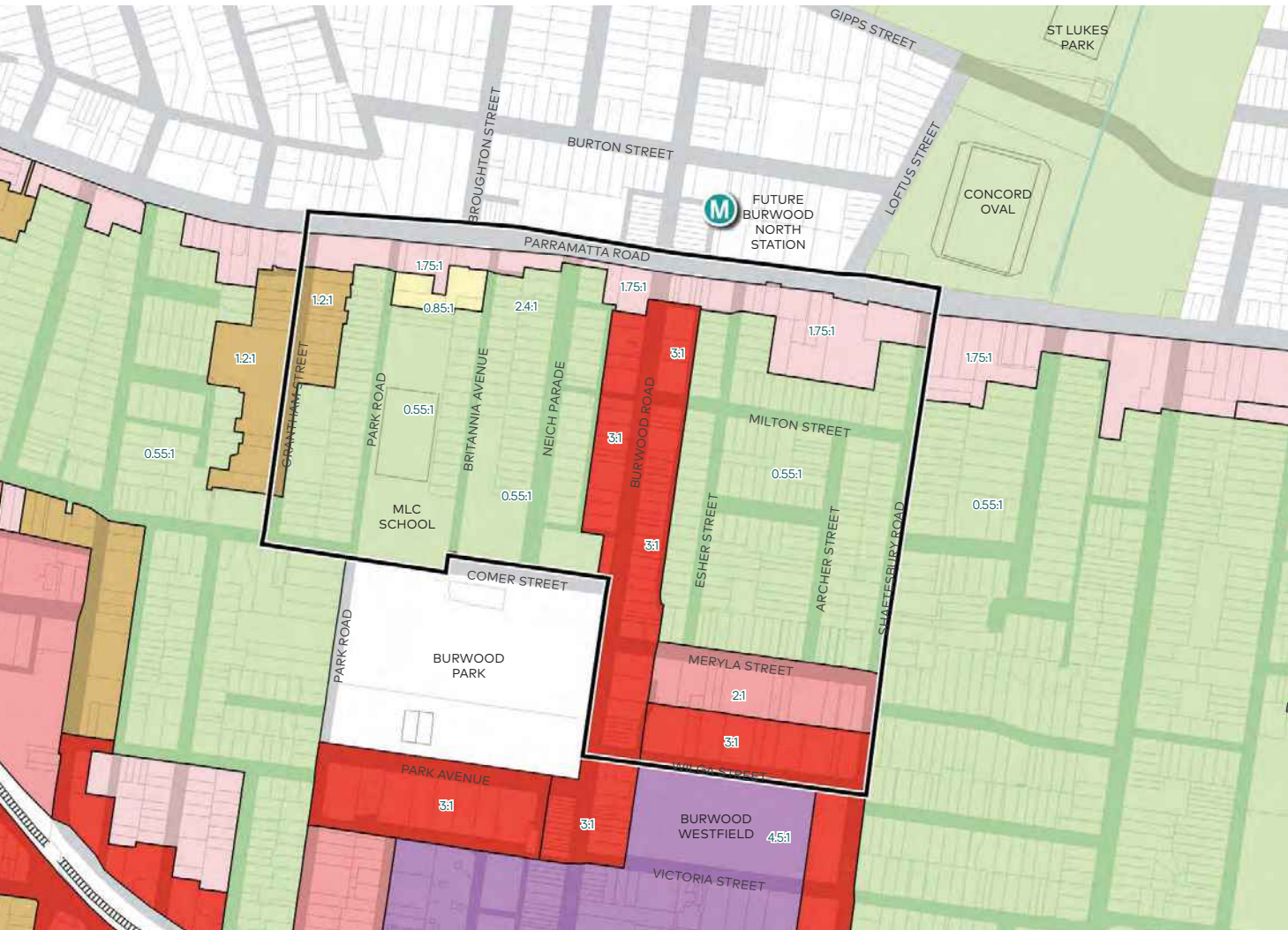


Figure 87: Existing Floor Space Ratio Diagram. Source: Burwood LEP

- Precinct Boundary
- FSR 0.5:1
- FSR 0.55:1
- FSR 0.85:1
- FSR 1.1:1
- FSR 1.2:1
- FSR 1.6:1
- FSR 1.75:1
- FSR 2:1
- FSR 3:1
- FSR 4.5:1



Proposed Burwood North Precinct Masterplan Floor Space Ratios (FSR)



Figure 88: Proposed Floor Space Ratio Diagram. Source: COX

- Precinct Boundary
- FSR 0.5:1
- FSR 0.55:1
- FSR 0.9:1
- FSR 1.1:1
- FSR 1.2:1
- FSR 1.75:1
- FSR 2:1
- FSR 2.5:1
- FSR 3:1
- FSR 4:1
- FSR 4.5:1
- FSR 6:1



The Burwood Road frontage is proposed to have a FSR of 4:1, with blocks behind, fronting Esher Street and Neich Parade with FSRs ranging from 4:1 to 6:1.

In the Living and Learning character area to the west, the proposed FSRs range from 2.5:1 along the Parramatta Road frontage to 2:1 at the sensitive school interface.

Lots surrounding the linear open space corridor in the Park Edge character area to the east are proposed to have a FSR of 3:1, aiding the opportunity for delivery of open space by allocating that FSR onto the developable areas of those sites.

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Height of Buildings (HOB)

Existing Height of Buildings



Figure 89: Existing Height of Building Diagram Source: COX

○ Precinct Boundary # Height of Building (Metres)

Proposed Height of Buildings

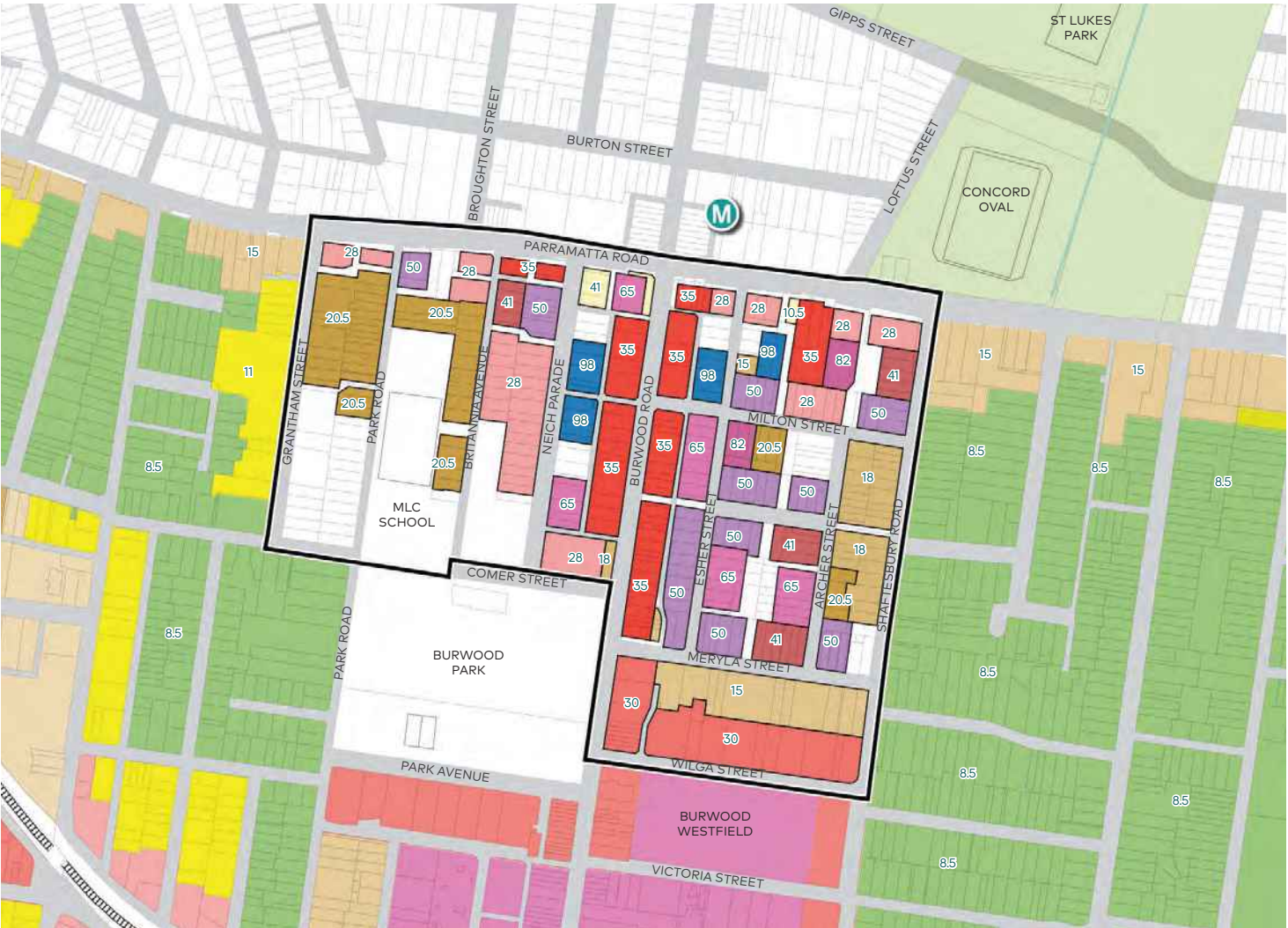


Figure 90: Proposed Height of Building Diagram. Source: COX

○ Precinct Boundary # Height of Building (Metres)

Proposed Height of Building controls deliver a built form that protects the human scale - limiting development to 35m along the vast majority of Burwood Road, and offsetting heights of up to 98m on Neich Parade, Escher Street and Milton Street. Limits of 65m and 41m at the Parramatta Road and Burwood Road intersection will encourage the development of a gateway site.

Heights throughout the remainder of the precinct are largely commensurate with the proposed split of land uses and densities. Heights are proposed to gradually transition from high to low towards the periphery of the precinct and blocks that have an interface to the schools.

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Appendix

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Appendix 1

Constraints and Opportunities

Connectivity

Burwood North Precinct is currently well serviced with rail connections at Burwood Station to Sydney CBD and Parramatta CBD. Bus services are based around the Parramatta Road strategic bus corridor. Seven bus routes service Parramatta Road within 400 metres of the Precinct and an additional 12 bus routes are located within 800 metres. Several bus services connect to Burwood Station, located south of the Burwood North Precinct boundary, which provides an attractive public transport option for commuters travelling east towards Sydney CBD or west towards Parramatta.

In 2021, the NSW Government approved a concept plan and major civil construction works for Sydney Metro West, a new rail link operating between Westmead and the Sydney CBD increasing connectivity both east and west. Anticipated to open in 2030, Sydney Metro West will deliver a station at Burwood North, helping to further strengthen connections between the Precinct and existing and emerging industry and employment hubs and communities both in the east and west of the city, increasing both the employment and residential capacity of the area. The Metro presents an opportunity that will support the growth of the strategic centre at Burwood.

The research paper by the Committee for Sydney 'Rethinking Station Precincts' (May 2022) indicates that the Burwood Town Centres has one of the highest effective job densities (the number of jobs that can be accessed by public transport from a particular area) in Greater Sydney. With the Burwood North metro station, this accessibility will be further enhanced, making the area an important location for land use intensification and urban renewal.



Figure 91: Transport Context Diagram. Source: COX

- Precinct Boundary
- Bus Stops
- Railway Station
- Metro Line
- Bus Depot
- Bus Routes
- Railway Line
- Metro Station
- PRCUTS Interchange

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0 50 100 200m

Constraints and Opportunities

Environmental

Constraints

- Original creek-line (St Luke's Canal) has been covered over and piped resulting in fragmented overland flow and localised flash flooding
- Canopy cover currently sits at an overall average of only approximately 10%
- Burwood North experiences heat island effect with heightened effects around large lot commercial developments and major roads
- Different street and verge widths limit potential for street tree planting throughout the Precinct
- Historic Burwood Park to be preserved as a scenic and cultural landscape

Opportunities

- "Daylight" overland flow paths to create new blue-green connections and ecological corridors that assist with storm water management and flood mitigation
- Provide a range of scales and types of open spaces which support biodiversity, mitigate climate change and maximise recreational opportunities
- Create new green links to connect the existing and proposed network of parks and open spaces
- Increase tree plantings in parks and streets to extend tree canopy aligning with NSW target of 40% canopy cover by 2036 - to be done alongside power line under grounding to support healthy tree growth
- Prioritise retention of existing mature trees on both public and private land

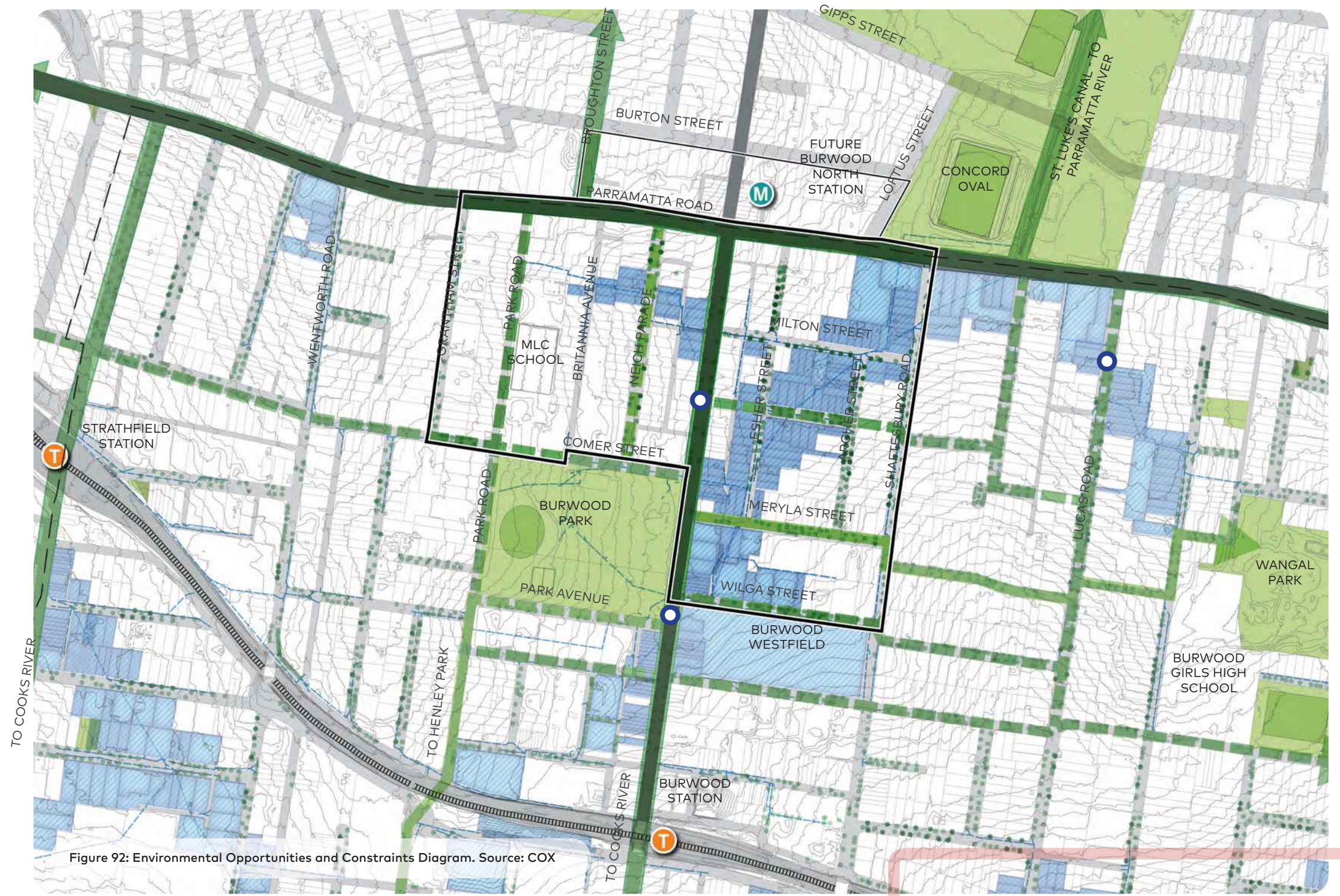


Figure 92: Environmental Opportunities and Constraints Diagram. Source: COX



Constraints and Opportunities

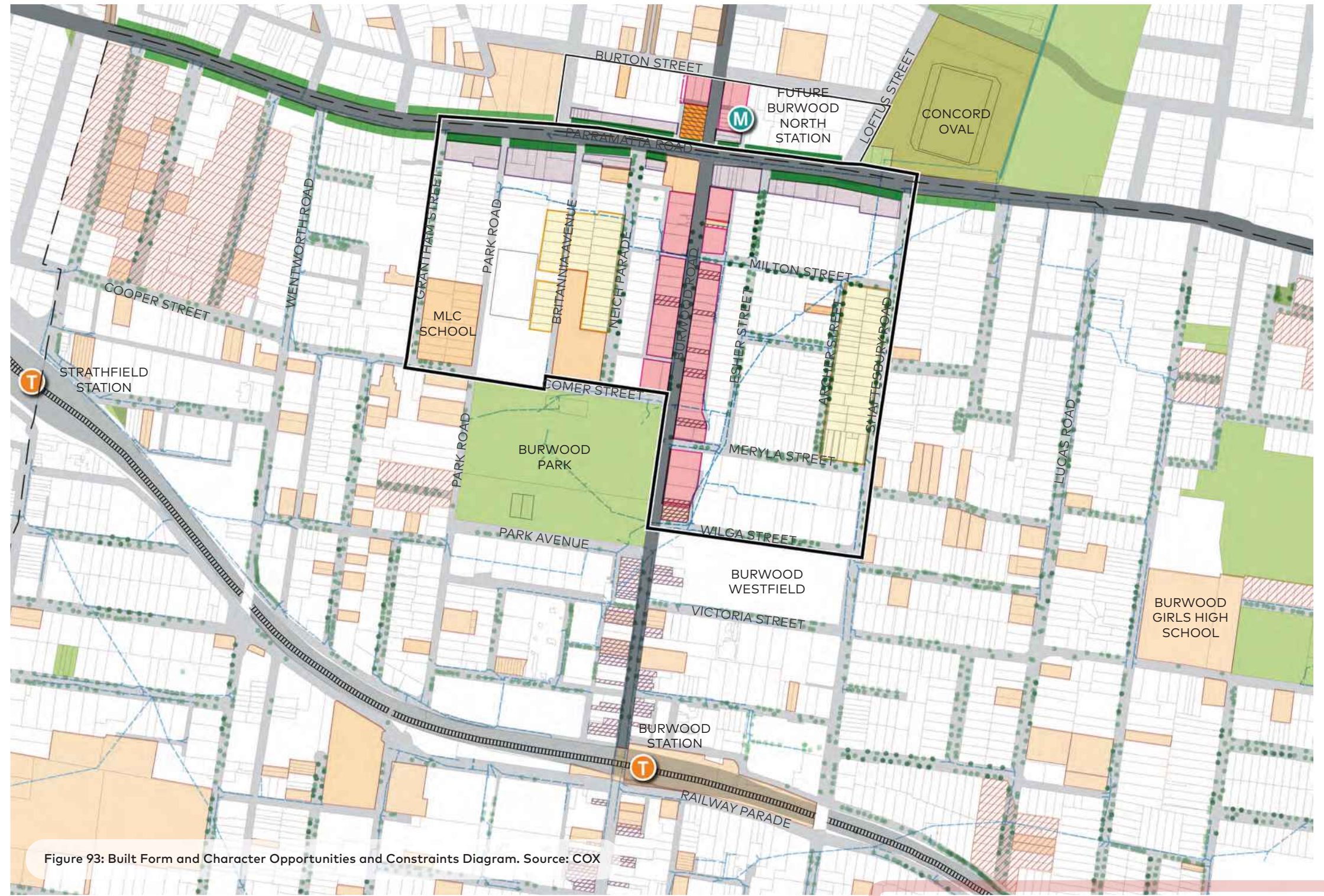
Built Form and Character

Constraints

- Fragmented land ownership creates a juxtaposition of high and low density, old and new and in some instances outcomes that are unsympathetic to local character and heritage
- Heritage item and interface with existing development
- Achieving fine grain, narrow lot human scale character whilst also enabling lot amalgamation/ consolidation

Opportunities

- Deliver the PRCUTS vision for Parramatta Road with a 6m landscaped setback.
- Define distinctive character areas within the Precinct which respond to local context and are reinforced through built controls, bulk, form, materiality, setbacks etc.
- Create different character zones along the length of Burwood Road to respond to local context.
- Develop appropriate planning controls to encourage high quality planning and urban design outcomes.
- Provide appropriate height transitions and curtilage to heritage items with the potential to integrate with new public open spaces and green links to reveal and celebrate the cultural and historic context.
- Adaptively re-use heritage items and integrate sympathetically into new development proposals.
- Locate greatest height around station Precincts with tall landmark buildings at key intersection acting as urban markers.
- Use built form to define street edges and differentiate street hierarchy defined by different degrees of streetscape activation.



- | | | | |
|----------------------|---------------------|--|--|
| ○ Precinct Boundary | ▨ Conservation Area | ○ Proposed Transitional Development (PRCUTS Built Form Testing) | ▨ Existing Fine Grain along Burwood Road |
| ▨ Potential Heritage | ● Existing Trees | ▨ Implement Fine Grain Development (PRCUTS Built Form Testing) | ▨ 6m Green Edge Setback (PRCUTS) |
| ● Heritage Item | ● Recent Trees | ▨ Proposed Non-Residential to Road Edge - Residential on Podium only (PRCUTS Built Form Testing) | |

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Constraints and Opportunities

Redevelopment Considerations

Constraints

- Strata titled properties in the Precinct are unlikely be redeveloped in the medium term
- Existing juxtaposition of high and low density, old and new buildings with different, materials, bulk, scale and form diminishes local character rather than contributing to a unified future character
- Parking entries and service provision in new developments create blank façades along existing laneways resulting in a poor public interface
- Fragmented lot ownership and strata titled sites limit potential to create integrated development and consolidated parking solutions

Opportunities

- Maximise active façades along Burwood Road within new development
- Maximise friendly façades including lobbies and residential entries throughout Precinct which bring life to the streetscape
- Limited number of recent developments within the Precinct presents a large number of sites for redevelopment
- Consolidate lots to maximise public domain amenity and public open space provision
- Schools can be redeveloped and grow in consideration to heritage constraints
- Revise setback controls to maximise feasibility and efficiency of sites allowing for an overall reduction in height, ensuring more sympathetic built form outcomes and maximised public domain provision and amenity.

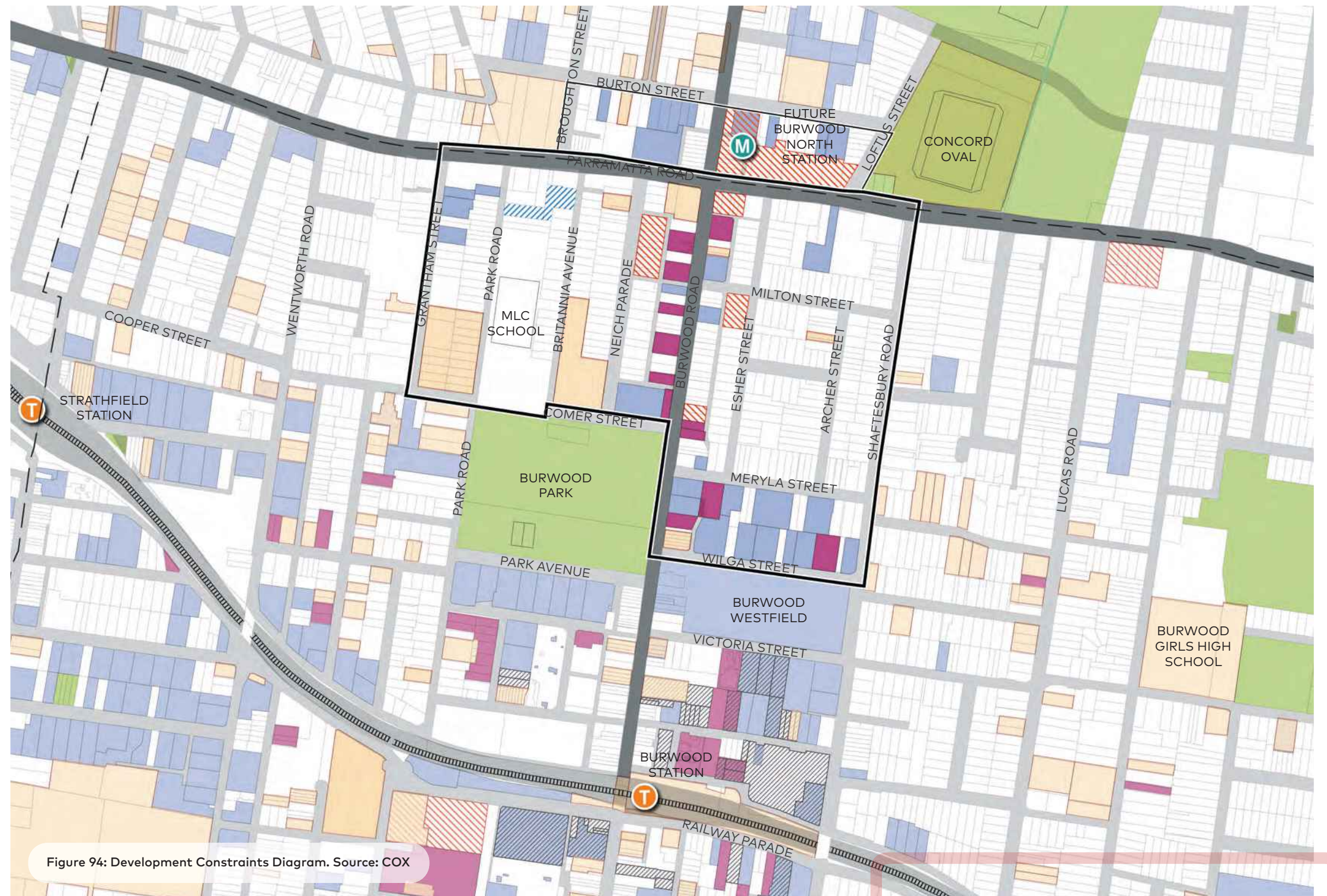


Figure 94: Development Constraints Diagram. Source: COX

- | | | | |
|---------------------------------|----------------------------------|--|--------------------------------|
| ○ Precinct Boundary | ▨ Proposed Development | ● Strata Titled Properties (>10 units) | ▨ Land and Housing Corporation |
| ▨ Recently Approved Development | ● Recently Completed Development | ● Heritage Item | ● Potential Heritage |

Development Typologies

Low-Medium Density Residential

Key features:

- 2-8 storeys
- Built to boundary at ground level and up to four storeys
- Floors above four storeys often set back to reduce perception of bulk and scale
- Careful consideration of parking rates and access required
- May include ground floor retail or small commercial suites
- Transitions scale to adjoining low density residential



Figure 95: Annandale Place, DKO. Source: COX



Figure 96: Arkadia Alexandria, DKO. Source: ArchDaily



Figure 97: Putney Hill, COX. Source: COX

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Higher Density Mixed Use & Residential

Key features:

- 10+ storeys
- 85-100% residential, 0-15% non-residential
- 85% residential has a mixed-use podium built to boundary with 2 levels of commercial or retail floorspace, with residential tower set back over the podium. The ground level uses activate the streetscape
- 95-100% residential has the opportunity for small scale retail or commercial tenancies at the ground floor level, with residential across the remainder of the building. This typology may or may not have a podium
- Potential for private open space on the podium and tower rooftops
- Larger sites include fine grain building articulation to break down the scale of the building



Figure 98: Mixed-use development with both retail and residential uses within the podium and residential tower over. Chatswood Transport Interchange, COX. Source: COX



Figure 99: Mixed-use development with residential tower. Kings Cross, Durbach Block Jagers. Source:



Figure 100: Residential medium-high density development opposite an open space. Victoria Park, Zetland. Source: COX



Figure 101: Mixed-use development. Victoria & Vine, Melbourne. Source: COX

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Non-Residential Uses

Key features:

- 100% non-residential uses, or,
- 85% non-residential uses with 2-4 storey 100% commercial/retail podium
- Increased ground level floor-to-floor heights
- Articulated podium or ground level built form to create a fine grain streetscape
- Permeable ground plane with visible building entries and through site links
- Potential for private open space on the podium and tower rooftops



Figure 102: Private open space on commercial rooftop. Capital Square, WA. Source: COX



Figure 103: High density commercial building with open ground plane activating the street. Wesley Place, VIC. Source: COX



Figure 105: Small commercial tenancies with fine grain building articulation, Foveaux Commercial Suites. Source: Hill Thalys



Figure 104: Articulated commercial & retail podium with tower over. Permeable public domain. Queen Place, VIC. Source: COX

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